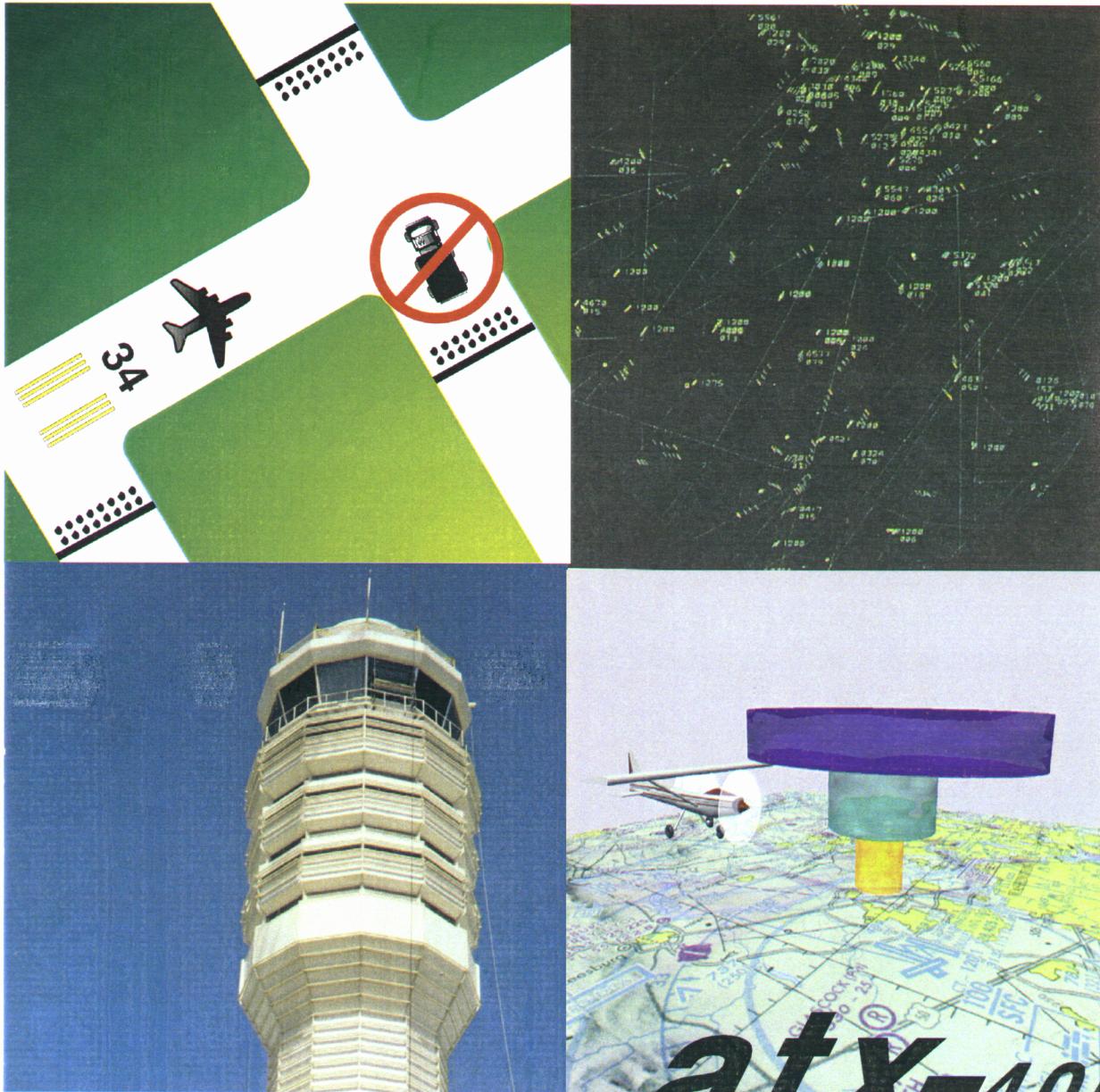




U.S. Department
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Air Traffic Resource Management Program
Planning, Information and Analysis

AVIATION SAFETY STATISTICAL HANDBOOK

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This report presents in tabular and graphical format monthly aviation safety statistical information for national airspace incidents and aircraft accidents. Data are presented for near midair collisions (NMACs), operational errors (OEs), operational deviations (ODs), pilot deviations (PDs), vehicle/pedestrian deviations (VPDs), surface incidents (SIs), runway incursions, flight assists, and aircraft accidents. Comparing January through March 1999 with January through March 2000, all airspace incidents have shown an increase, with the exception of NMACs, which have decreased. Accident counts for January through March 2000 show an increase.

NEAR MIDAIR COLLISIONS

For January through March 2000, the number of pilot-reported near midair collisions decreased 25 percent from 61 to 46, compared to January through March 1999 (see Graph on Page ES-3). Over this period, the number of NMACs reported by air carriers (Part 121 and Part 135) decreased from 24 to 14 and General Aviation (GA) increased from 18 to 24. NMACs where one aircraft was flying IFR and the other was flying VFR decreased from 32 in 1999 to 21 for the same period in 2000. Those where both aircraft were flying VFR decreased from 21 to 18; and those where both aircraft were flying IFR decreased from 8 to 7. Only three NMACs reported thus far during 2000 were judged to represent a critical hazard.

OPERATIONAL ERRORS/DEVIATIONS

Operational errors increased 21 percent from 213 to 257 during January through March 2000 compared to the same period in 1999. En route operational errors for this period increased 24 percent from 130 to 161, while errors at terminals increased 16 percent from 83 to 96. For the 12-month period ending March 2000, the top air route traffic control centers, based on operational errors per 100,000 operations, had error rates ranging from 2.76 for Washington Center to 1.35 for the Memphis Center. TRACON operational errors varied from 1.78 for San Juan to .70 for Denver TRACON.

Operational deviations for January through March 2000 increased 59 percent from 59 to 94 compared to January through March 1999.

PILOT DEVIATIONS

Reports of pilot deviations for January through March 2000 increased 32 percent from 331 to 437, compared to January through March 1999. Over this period, air deviations increased from 212 to 237, while surface deviations increased from 93 to 164. The number of Class B airspace violations increased 62 percent from 26 to 42.

VEHICLE/PEDESTRIAN DEVIATIONS

Total vehicle/pedestrian deviations during January through March 2000 increased to 122 from 72 for the same period in 1999. Merrill Field Airport recorded a total of 26 VPD's for the 12 months ending March 2000, which is up compared to the number recorded for the preceding 12 months. Jeffco Airport in Colorado also recorded a significant increase in VPD's over the last 12 months, from 6 to 19.

SURFACE INCIDENTS

The number of SI's for January through March 2000 increased 24 percent from 187 to 232 compared to the same period in 1999. Surface OE's declined 23 percent, from 22 to 17 and PD SI's rose 49 percent, from 87 to 130. Operational deviation SI's declined 50 percent, from 6 to 3.

The number of runway incursions for January through March 2000 increased 21 percent, from 67 to 81, compared to January through March 1999.

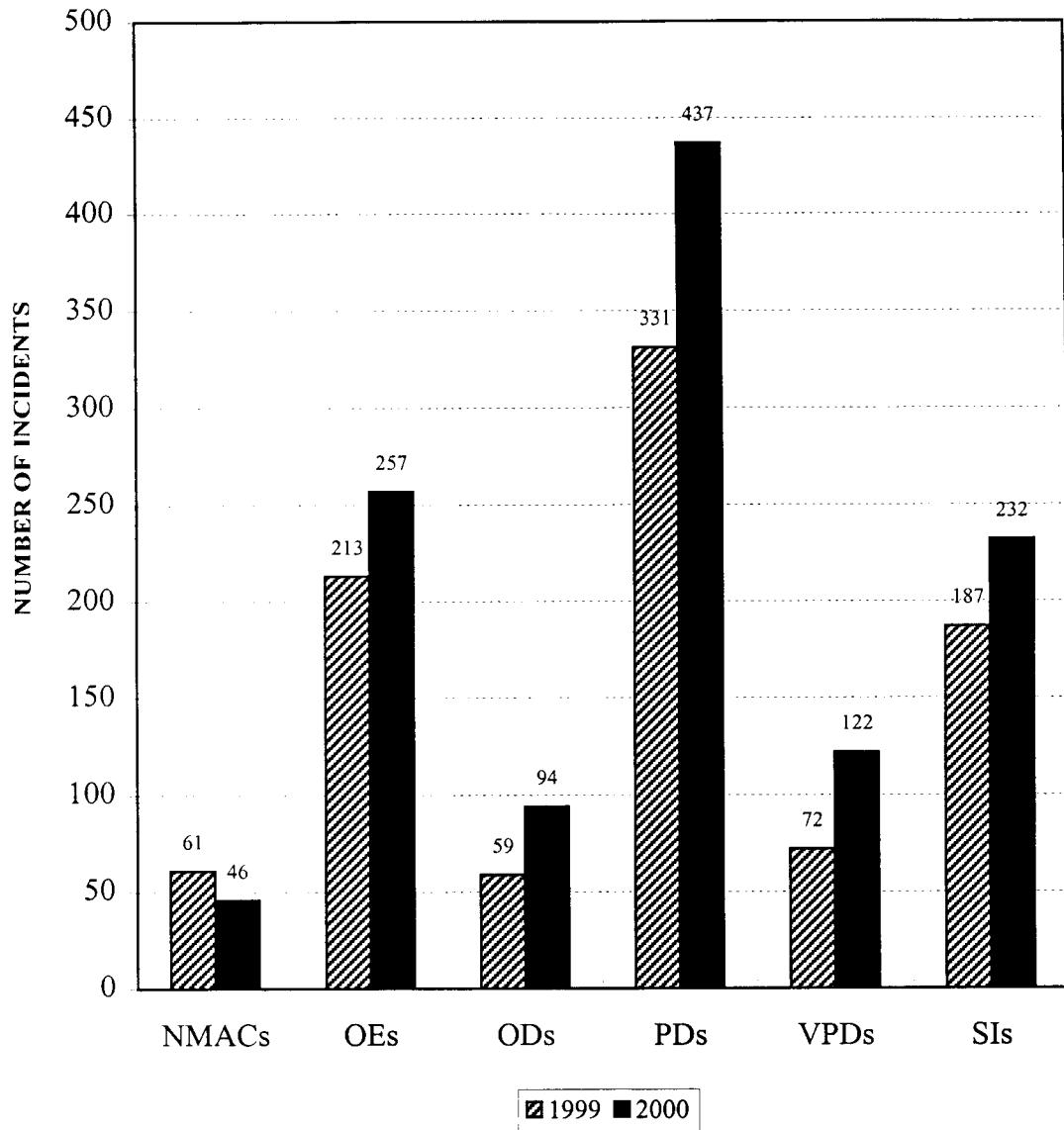
FLIGHT ASSISTS

Flight assists for January through March 2000 increased 23 percent from 93 to 114 compared to January through March 1999. Ninety-three percent of the flight assists handled in January through March 2000 were for general aviation aircraft. A 12-month comparison of flight assists by facility showed that New York TRACON topped the list with 20 assists.

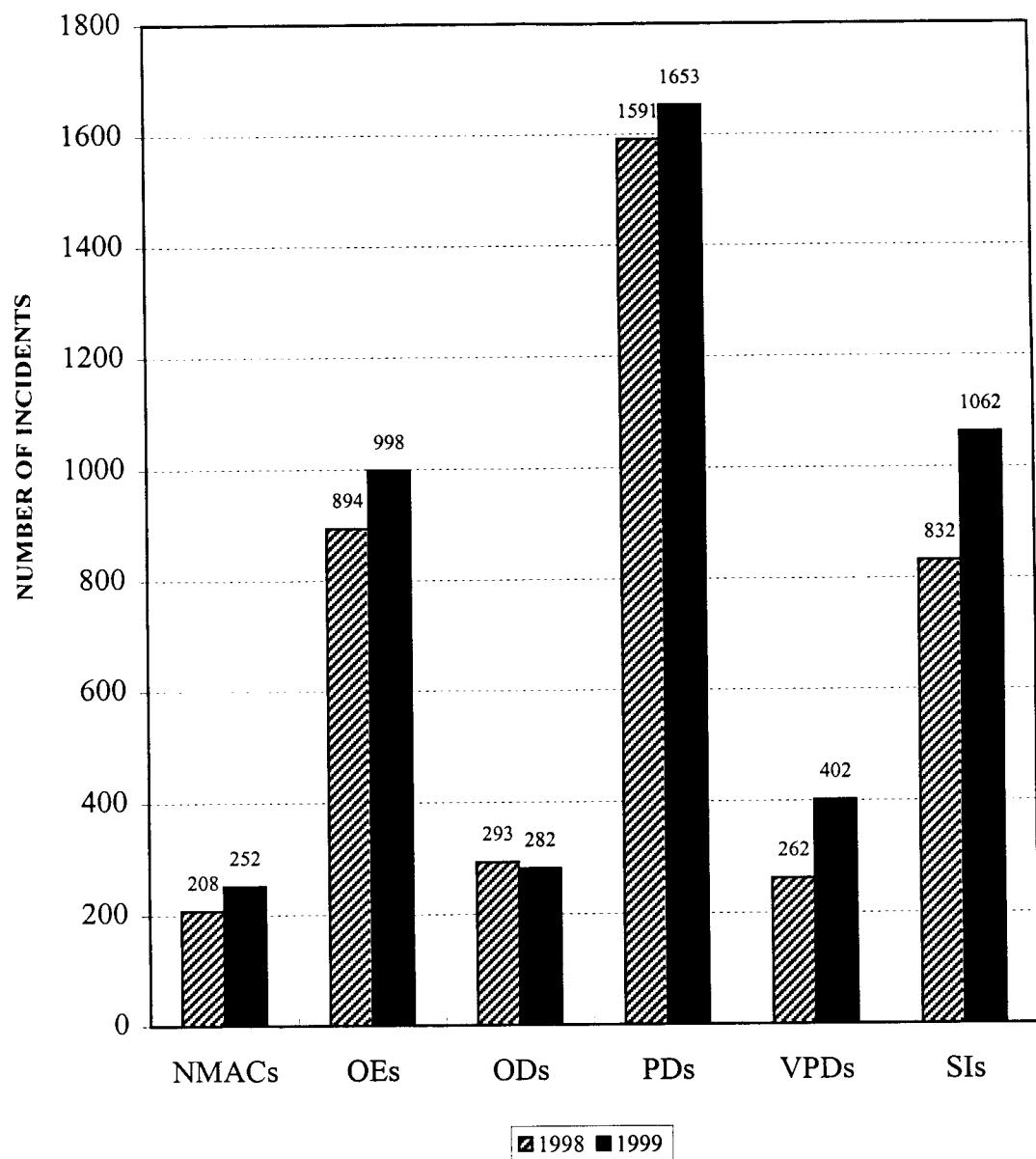
ACCIDENT DATA

Total system accidents increased 4 percent from 341 during January through March 1999 to 353 for the January through March 2000. About 89 percent of 2000 accidents occurred in the General Aviation segment (314), which increased 2 percent from 307 in January through March 1999. There were 15 large air carrier accidents in January through March 2000 compared to 13 in January through March 1999. The number of fatal accidents increased 20 percent from 51 to 61. The total system fatalities increased from 89 to 195 during this period.

**NATIONAL AIRSPACE INCIDENTS
JANUARY - MARCH
1999 versus 2000**



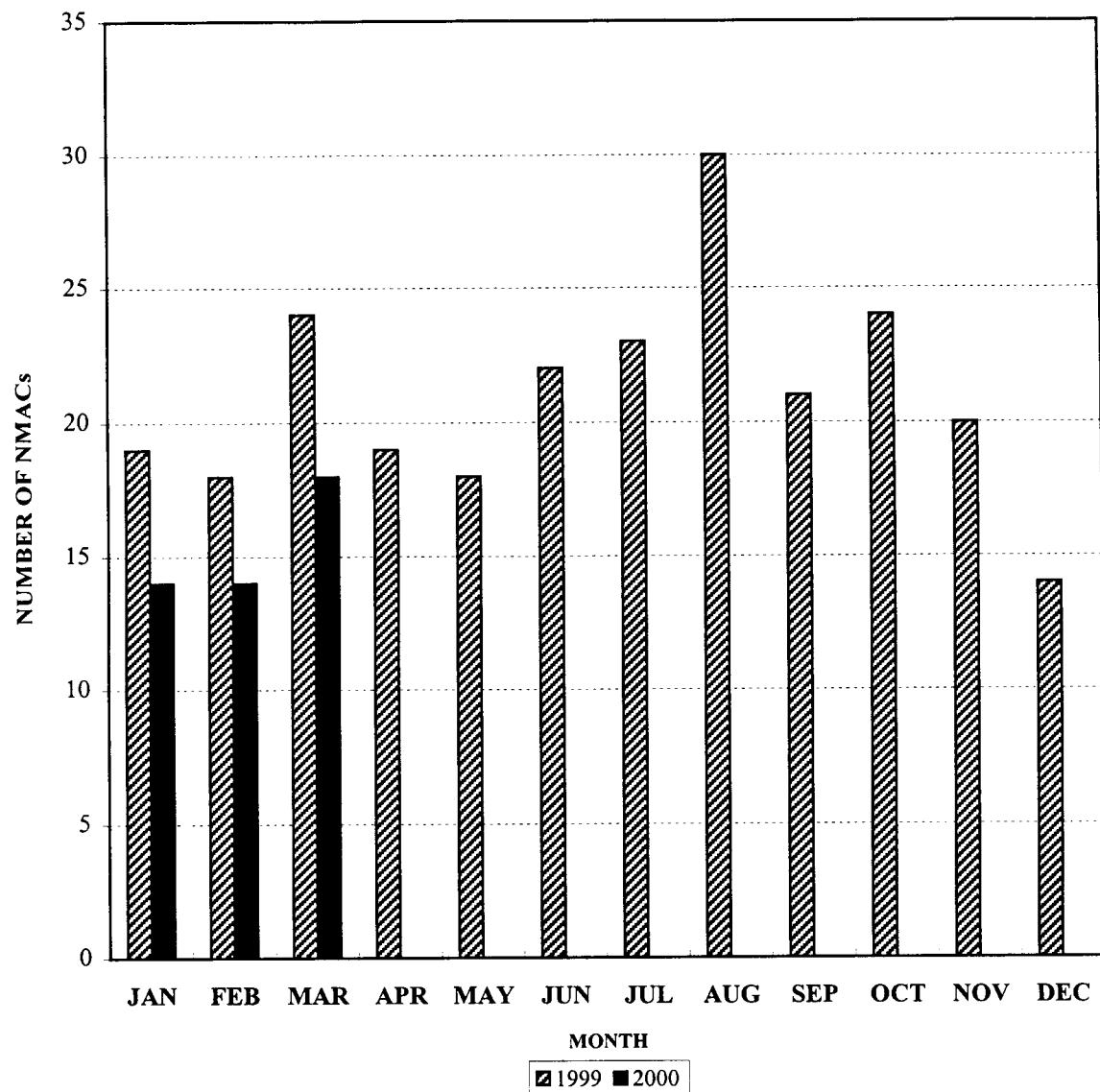
NATIONAL AIRSPACE INCIDENTS CALENDAR YEARS 1998 and 1999



NEAR MIDAIR COLLISIONS*

*The reporting of a **Near Midair Collision** is voluntary and depends in part on the individual's perception of a situation. A report does not necessarily involve the violation of regulations or an error by air traffic controllers, nor does it necessarily represent an unsafe condition. Significant factors influencing the submission of a report may include the proximity of the aircraft involved, the element of surprise in the encounter, or the heightened alertness of the flight crew to the possibility of a Near Midair Collision because of the publicity surrounding a near, or actual, midair collision. Some Near Midair Collisions, including those which may involve unsafe conditions, may not be reported. Some reasons are the failure to see the other aircraft or to perceive accurately the distance from another aircraft due to restricted visibility or the relative angle of approach. Others are the fear of penalty, or lack of awareness of the NMAC reporting system. **Data are preliminary and subject to change.**

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY MONTH
1999 - MARCH 2000**

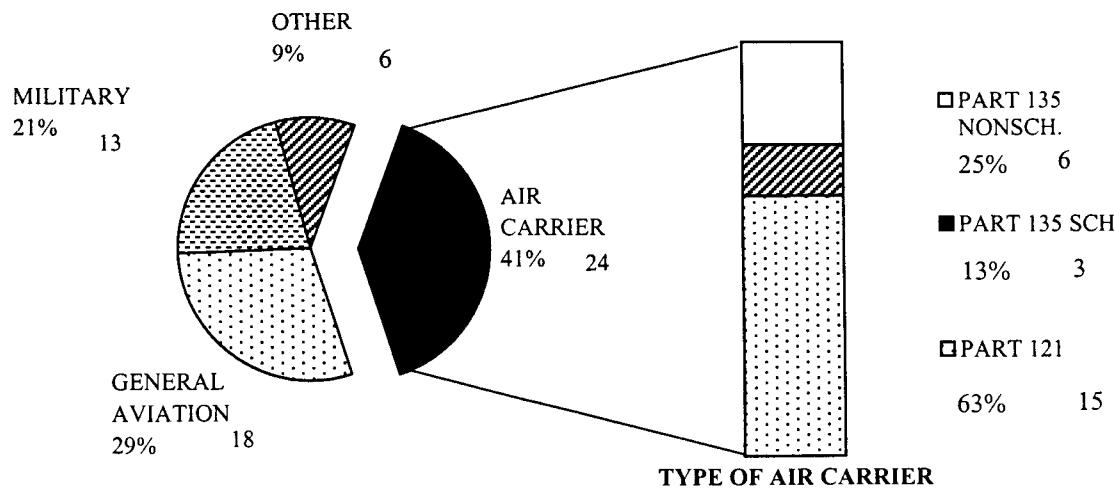


1999	19	18	24	19	18	22	23	30	21	24	20	14
2000	14	14	18									

PILOT-REPORTED NEAR MIDAIR COLLISIONS BY REPORTING OPERATOR TYPE

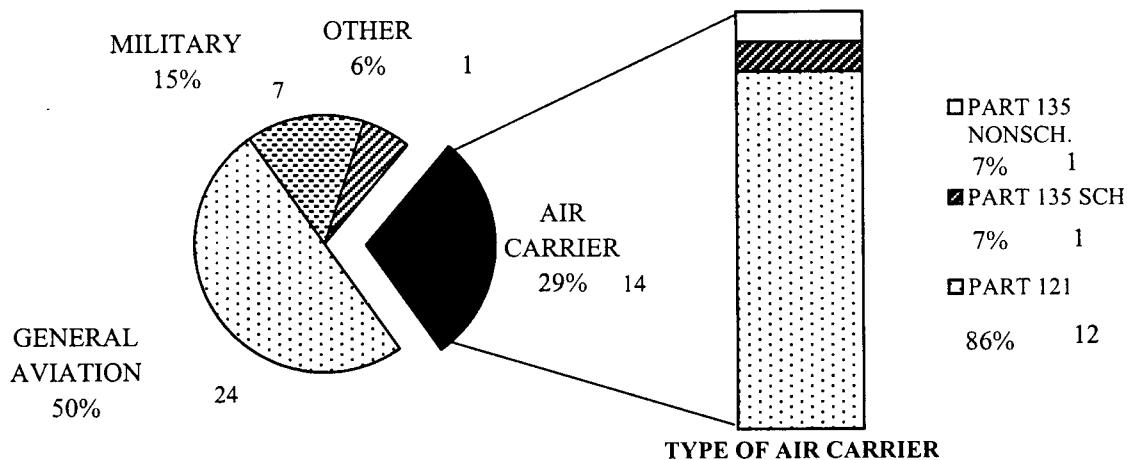
1999 versus 2000

JANUARY - MARCH 1999



OPERATOR TYPE

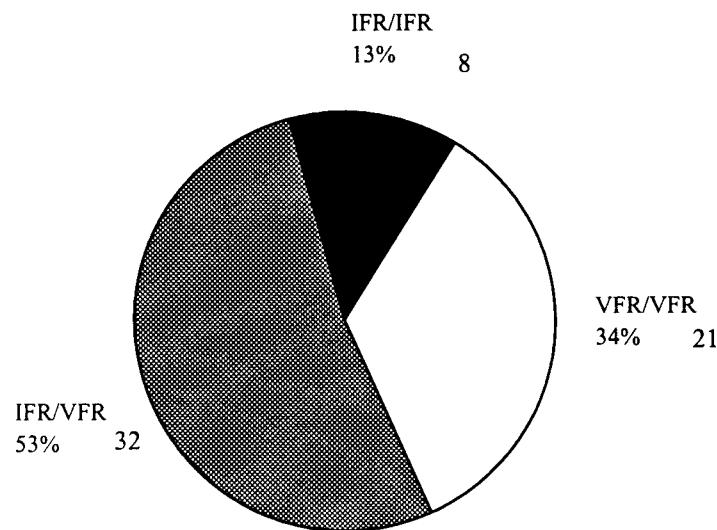
JANUARY - MARCH 2000



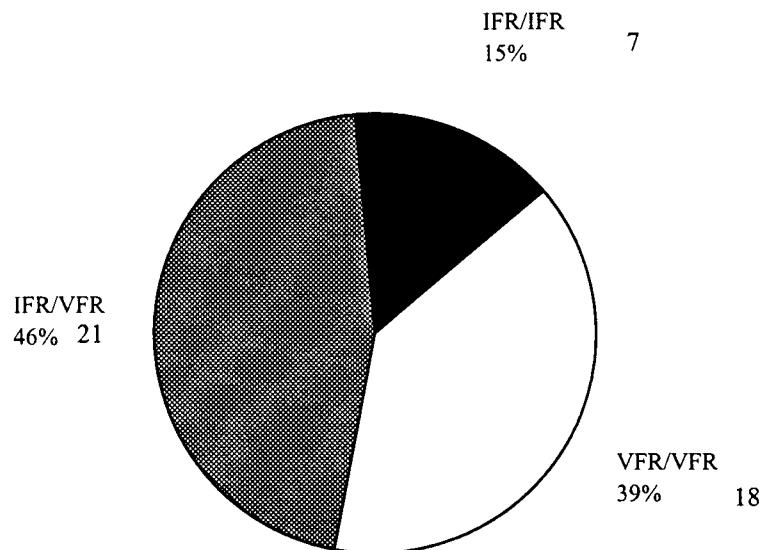
OPERATOR TYPE

PILOT-REPORTED NEAR MIDAIR COLLISIONS 1999 versus 2000

JANUARY - MARCH 1999



JANUARY - MARCH 2000



PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY DEGREE OF HAZARD AND MONTH
1999 - MARCH 2000

1999

MONTH	DEGREE OF HAZARD				TOTAL
	Critical	Potential	No Hazard	Not Reported	
JAN	3	7	2	7	19
FEB	2	9	3	4	18
MAR	4	5	8	7	24
APR	0	12	4	3	19
MAY	2	3	8	5	18
JUN	2	9	6	5	22
JUL	1	11	8	3	23
AUG	1	12	7	10	30
SEP	2	7	0	12	21
OCT	2	9	6	7	24
NOV	2	11	1	6	20
DEC	3	5	2	4	14
TOTAL	24	100	55	73	252

2000

MONTH	DEGREE OF HAZARD				TOTAL
	Critical	Potential	No Hazard	Not Reported	
JAN	2	8	2	2	14
FEB	1	3	0	10	14
MAR	0	2	0	16	18
APR					
MAY					
JUN					
JUL					
AUG					
SEP					
OCT					
NOV					
DEC					
TOTAL	3	13	2	28	46

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY REGION AND MONTH
1999 - MARCH 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	1	3	6	5	19
FEB	1	1	2	1	1	1	3	3	5	18
MAR	0	2	3	3	0	4	0	1	11	24
APR	1	1	1	4	0	1	4	1	6	19
MAY	0	0	2	3	1	1	1	4	6	18
JUN	1	1	3	2	0	2	4	2	7	22
JUL	2	2	2	3	1	5	1	1	6	23
AUG	2	1	5	5	1	4	4	5	3	30
SEP	0	2	3	2	2	2	3	4	3	21
OCT	0	1	6	1	0	1	2	3	10	24
NOV	0	1	4	1	0	0	4	3	7	20
DEC	2	1	1	2	0	0	4	2	2	14
TOTAL	9	14	34	28	6	22	33	35	71	252

2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	2	2	2	4	14
FEB	0	1	0	1	0	2	4	2	4	14
MAR	0	0	2	0	1	1	5	2	7	18
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	0	2	4	2	1	5	11	6	15	46

PILOT-REPORTED NEAR MIDAIR COLLISIONS BY STATE AND TERRITORY
1999 versus 2000

STATE	JAN-MAR		JAN-MAR	
	1999	2000	1999	2000
Alabama	1	0	Montana	0
Alaska	1	0	Nebraska	0
Arizona	6	5	Nevada	0
Arkansas	0	0	New Hampshire	0
Atlantic Ocean	0	1	New Jersey	1
Bahamas*	0	0	New Mexico	1
California	13	7	New York	0
Colorado	1	1	North Carolina	0
Connecticut	1	0	North Dakota	3
Delaware	0	0	Ohio	0
District of Columbia	0	0	Oklahoma	2
Florida	2	7	Oregon	1
Georgia	2	1	Pennsylvania	2
Guam*	0	0	Puerto Rico*	0
Hawaii	2	2	Rhode Island	0
Idaho	1	0	South Carolina	0
Illinois	2	0	South Dakota	0
Indiana	0	1	Tennessee	0
Iowa	2	0	Texas	5
Kansas	3	0	Utah	1
Kentucky	2	0	Vermont	0
Louisiana	0	1	Virgin Islands*	0
Maine	0	0	Virginia	1
Maryland	2	0	Wake Island*	0
Massachusetts	0	1	Washington	1
Michigan	0	0	West Virginia	0
Minnesota	0	0	Wisconsin	0
Mississippi	0	0	Wyoming	1
Missouri	1	0		0

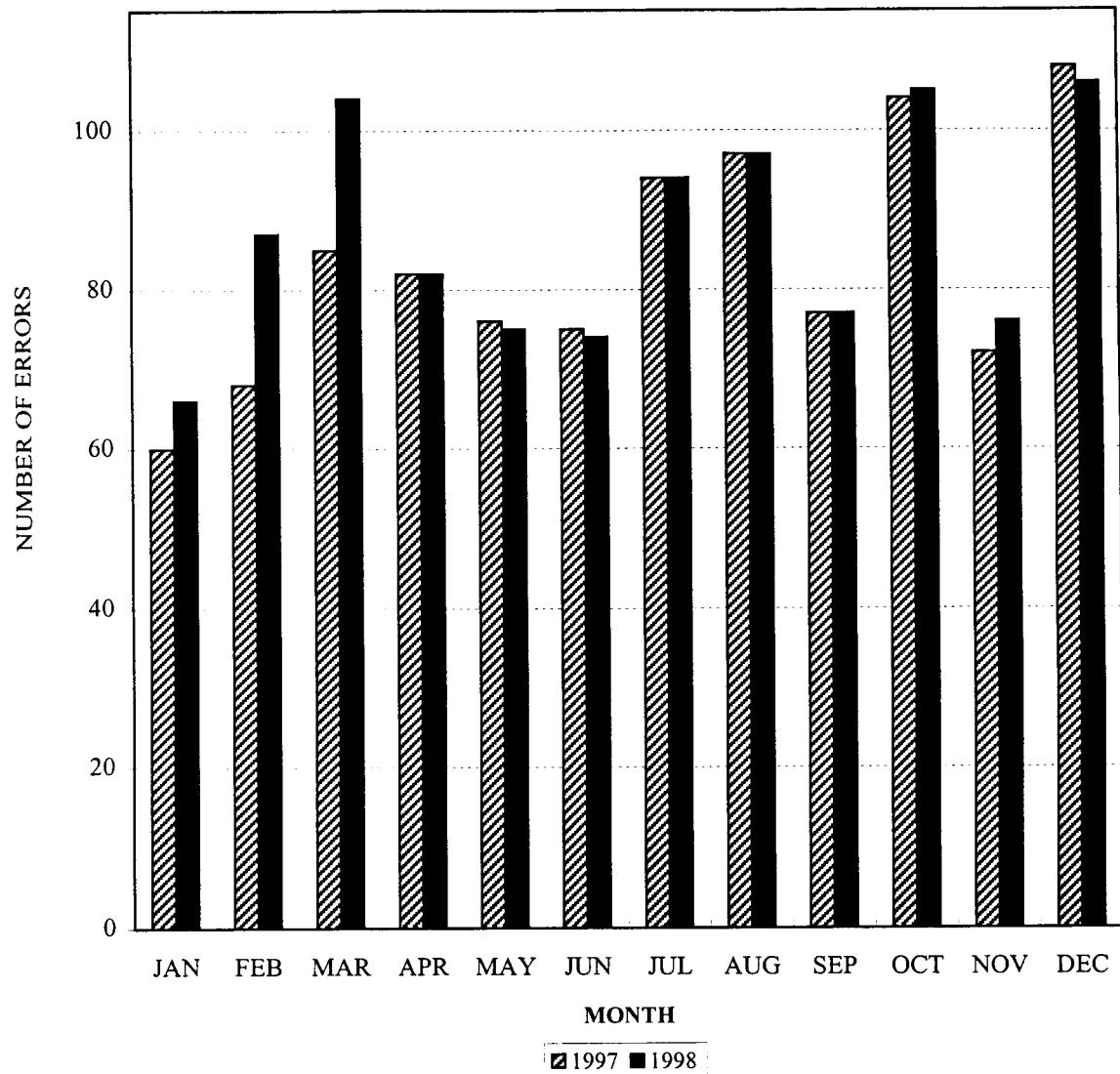
*U.S. Controlled Airspace

TOTAL 61 46

OPERATIONAL ERRORS/DEVIATIONS*

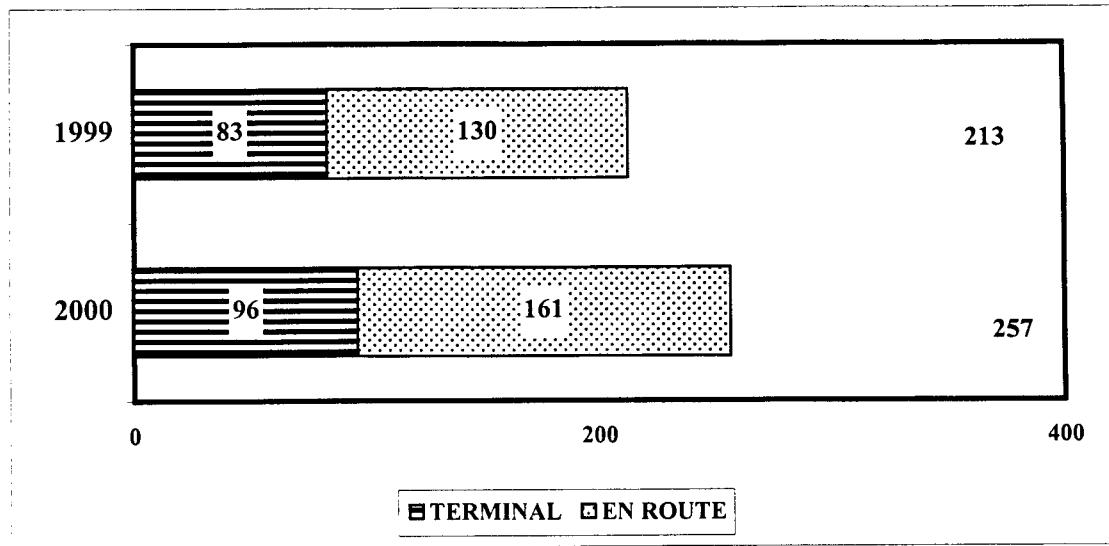
*The use of absolute numbers of **Operational Errors/Deviations** as an indication of the performance of the air traffic control system can be misleading because of the apparent relationship between Operational Errors/Deviations and traffic activity. An increase or decrease in the error/deviation count may merely reflect a corresponding rise or fall in the number of aircraft using the national airspace over a given period. Data are preliminary and subject to change.

**OPERATIONAL ERRORS
BY MONTH
1999 - March 2000**



1999	60	68	85	82	76	75	94	97	77	104	72	108
2000	66	87	104									

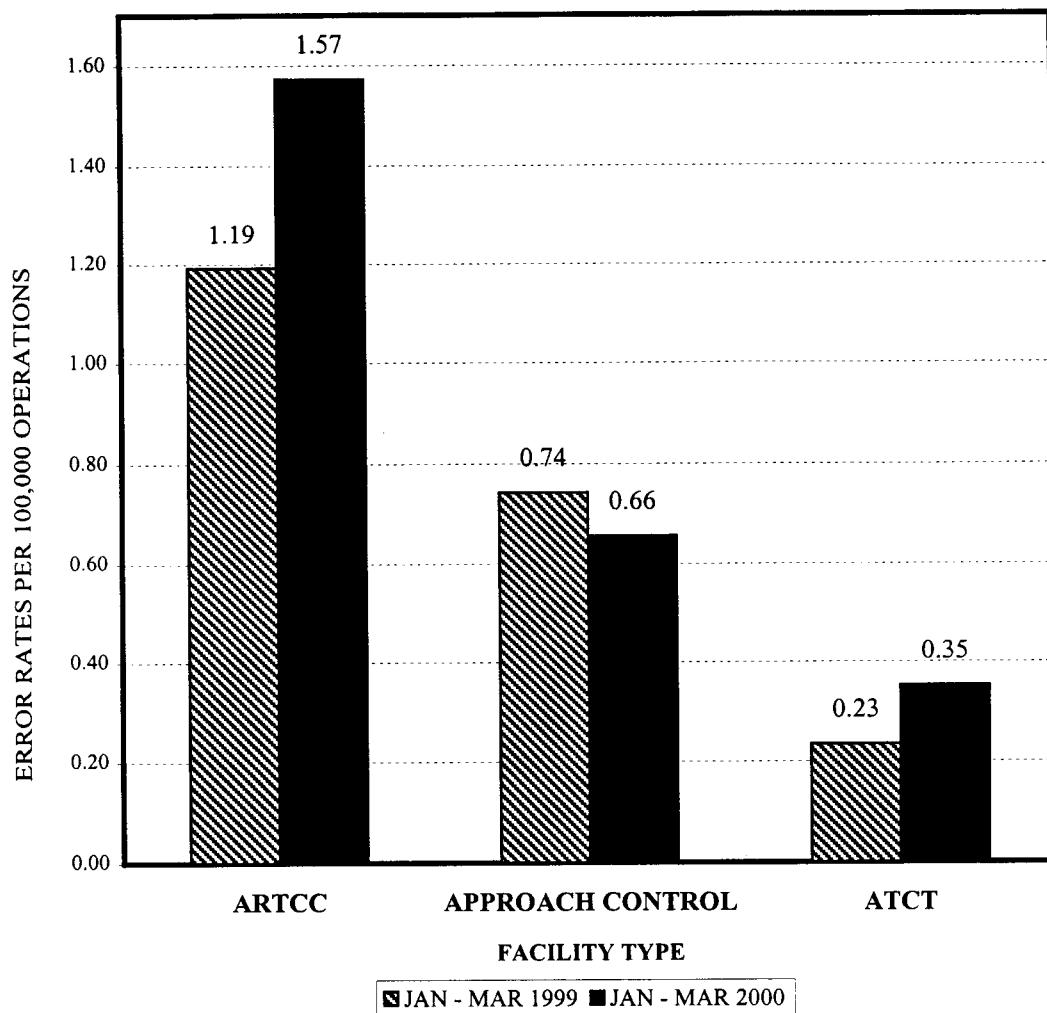
OPERATIONAL ERRORS
JANUARY-MARCH
1999 versus 2000



MONTH	TYPE OF OPERATIONAL ERRORS JAN-MAR 1999				TYPE OF OPERATIONAL ERRORS JAN-MAR 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	29	31	0	60	21	45	0	66
FEB	24	44	0	68	31	56	0	87
MAR	29	55	1	85	44	60	0	104
APR								
MAY								
JUN								
JUL								
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	82	130	1	213	96	161	0	257

Note: In graphic overview FSSs are included in Terminals.

OPERATIONAL ERROR RATES BY FACILITY TYPE 1999 versus 2000

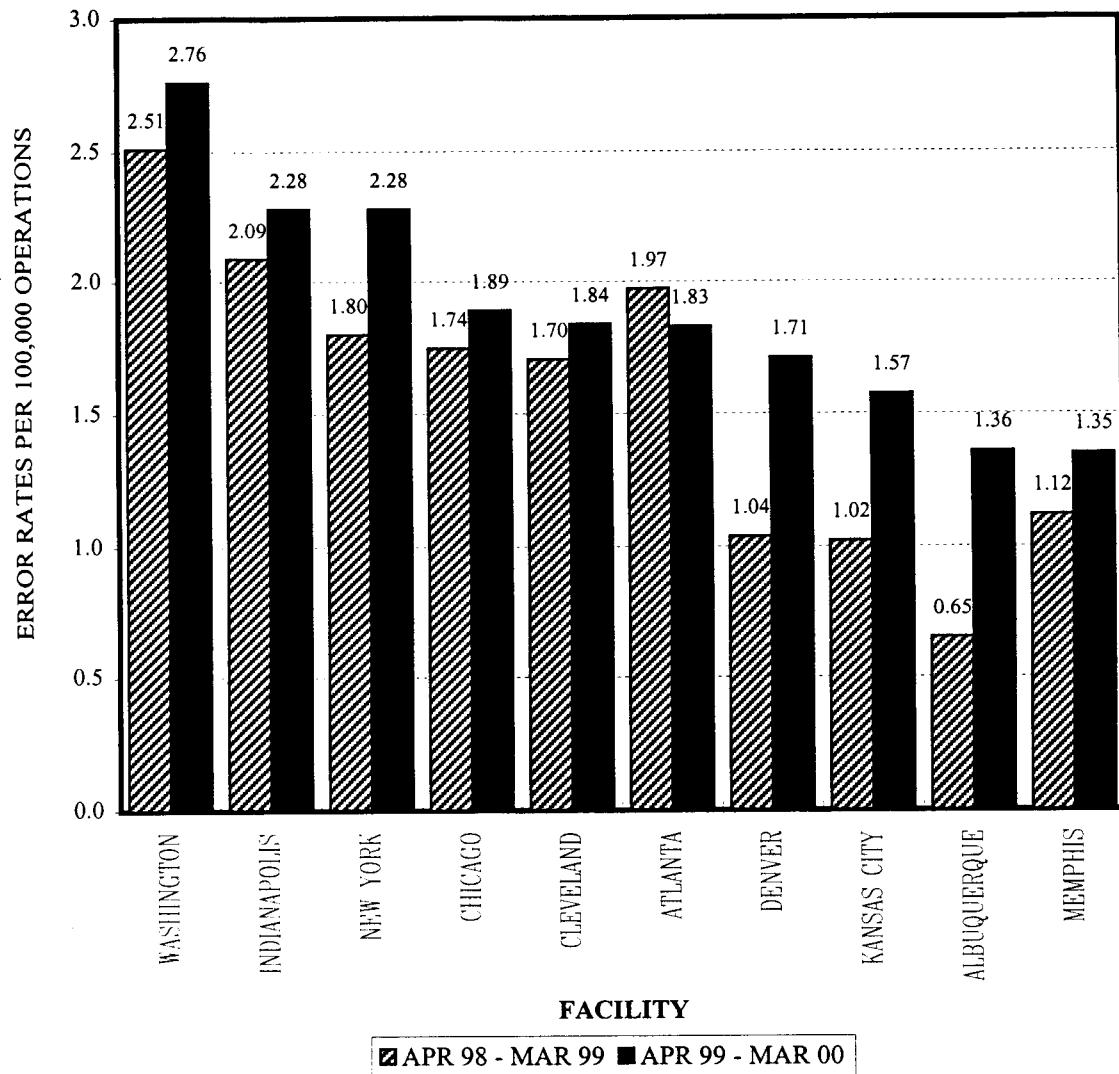


Actual Error Data thru 03/31/2000

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

OPERATIONAL ERROR RATES TOP ARTCCs (2000 RANKING) 12 MONTH COMPARISION

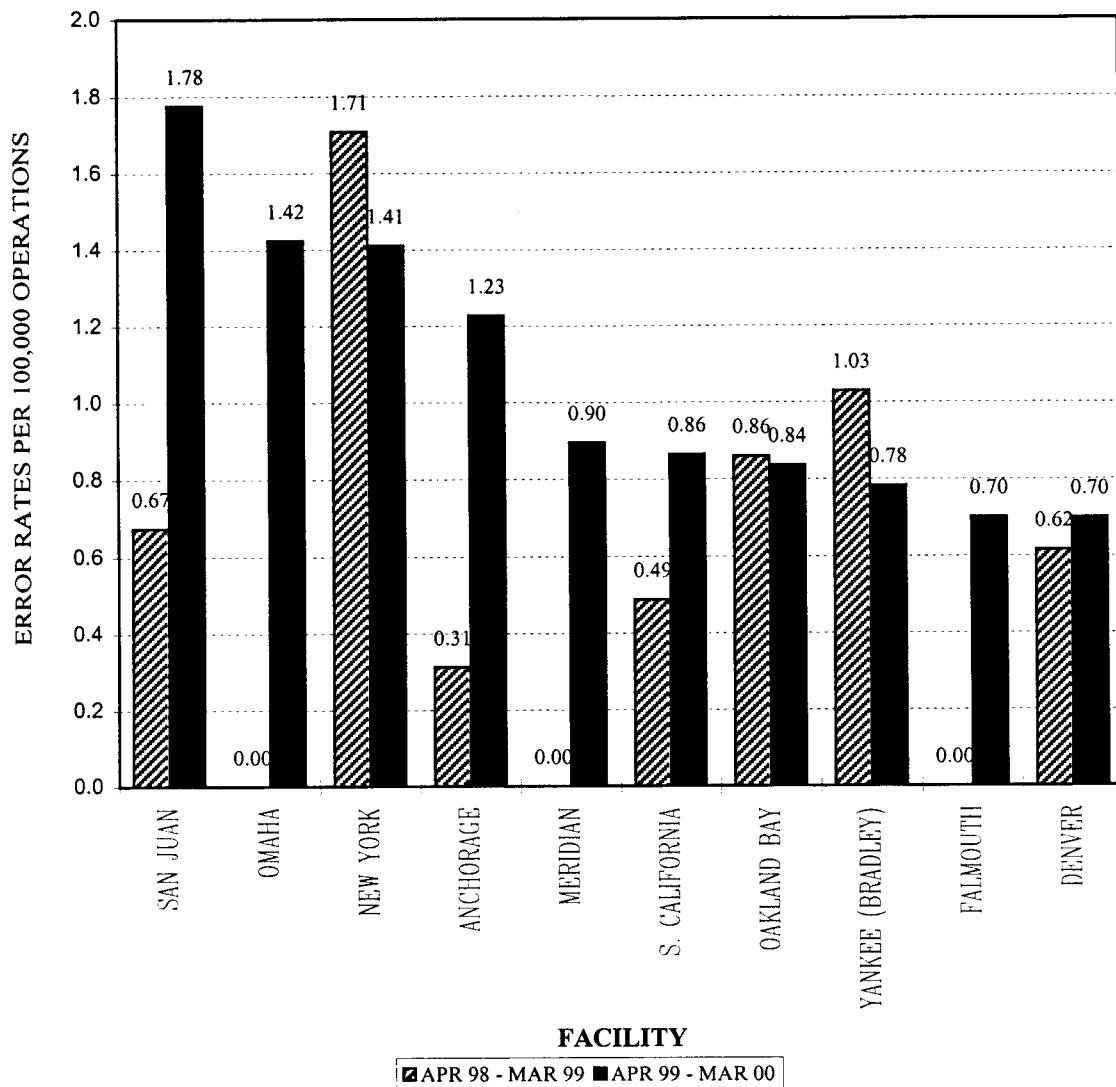


Actual Error Data thru 03/31/2000

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

OPERATIONAL ERROR RATES TOP TRACONs (2000 RANKING) 12 MONTH COMPARISION



Actual Error Data thru 03/31/2000

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

CERAPS are included in TRACONS

**OPERATIONAL ERRORS
BY REGION BY MONTH
1999 - MARCH 2000**

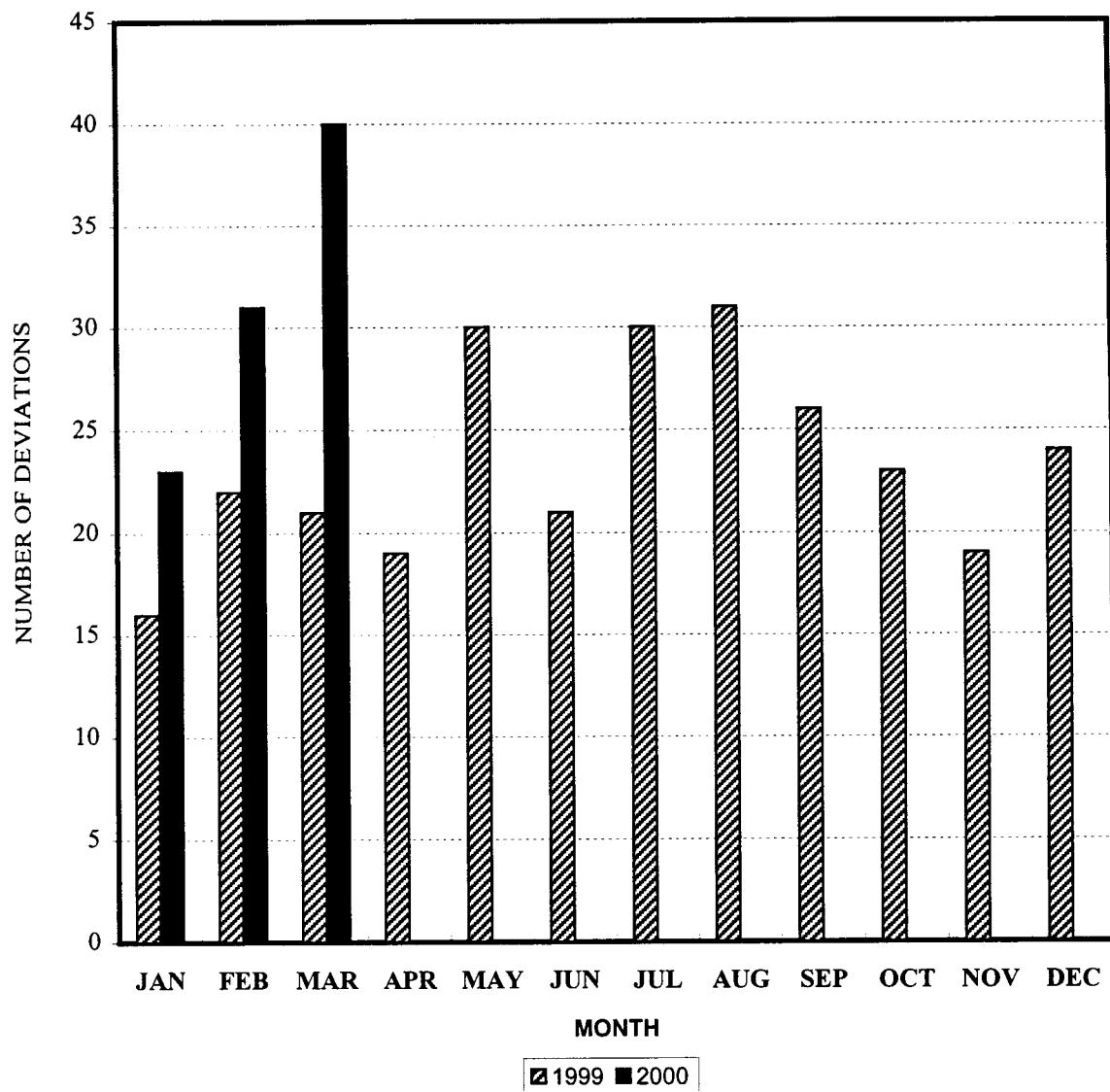
1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	3	15	13	1	3	14	5	6	60
FEB	1	1	15	21	0	3	19	4	4	68
MAR	3	2	16	15	4	5	19	9	12	85
APR	0	5	15	21	0	6	22	8	5	82
MAY	0	6	16	18	2	4	11	11	7	75
JUN	0	6	18	14	3	4	11	10	10	76
JUL	5	3	21	16	5	7	21	10	6	94
AUG	5	5	31	24	3	5	12	5	7	97
SEP	0	4	22	23	2	2	8	9	7	77
OCT	1	3	21	29	6	4	19	10	11	104
NOV	0	2	14	20	2	4	14	6	10	72
DEC	2	3	19	22	3	8	27	8	16	108
TOTAL	17	43	223	236	31	55	197	95	101	998

2000

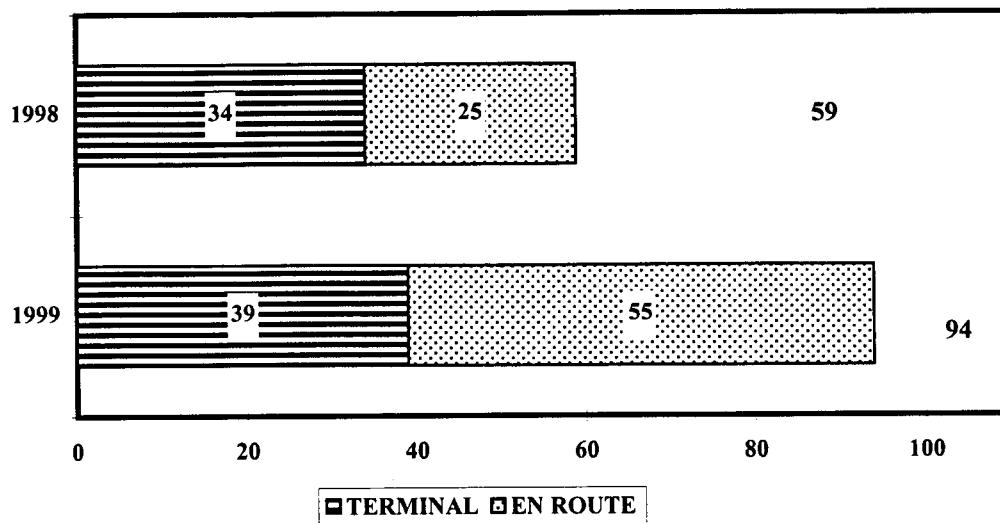
MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	4	12	18	0	4	10	10	8	66
FEB	0	6	22	19	2	4	14	13	7	87
MAR	1	2	17	21	1	7	33	8	14	104
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	1	12	51	58	3	15	57	31	29	257

**OPERATIONAL DEVIATIONS
BY MONTH
1999 - MARCH 2000**



1999	16	22	21	19	30	21	30	31	26	23	19	24
2000	23	31	40									

OPERATIONAL DEVIATIONS
JANUARY-MARCH
1999 versus 2000



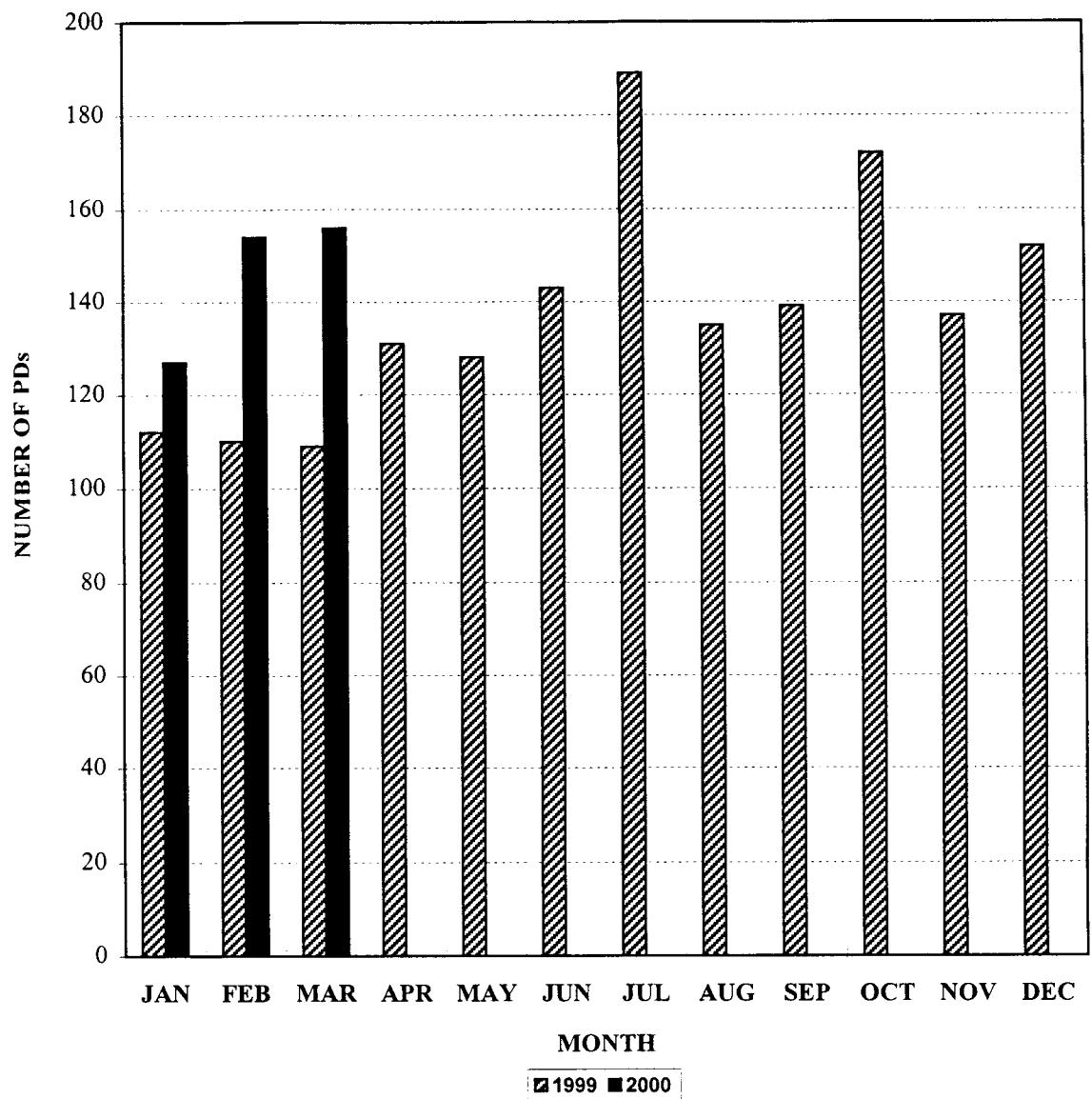
MONTH	TYPE OF OPERATIONAL DEVIATIONS JAN-MAR 1999				TYPE OF OPERATIONAL DEVIATIONS JAN-MAR 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	8	7	1	16	14	9	0	23
FEB	12	10	0	22	9	22	0	31
MAR	11	8	2	21	13	24	3	40
APR								
MAY								
JUN								
JUL								
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	31	25	3	59	36	55	3	94

Note: In graphic overview FSSs are included in Terminals.

PILOT DEVIATIONS*

*While the **Pilot Deviation** data are considered useful in identifying possible trends associated with Pilot Deviation occurrences, there are certain limitations which should be considered when using the data presented in this report. The information in the database reflects a mix of preliminary and final reports. Thus, the data presented are subject to minor changes as all reports become final. Pilot Deviations monthly totals require at least 90 days to stabilize completely due to reporting procedures, volume, and workload; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period. **Data are preliminary and subject to change.**

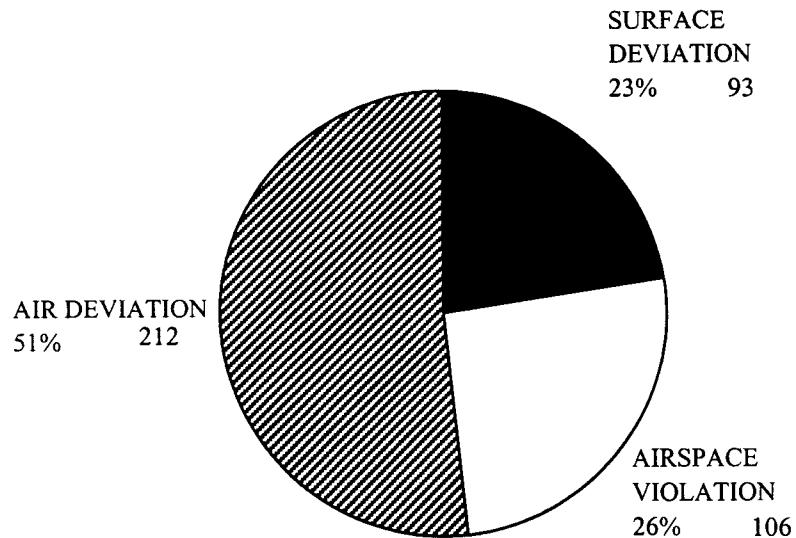
**PILOT DEVIATIONS
BY MONTH
1999 - MARCH 2000**



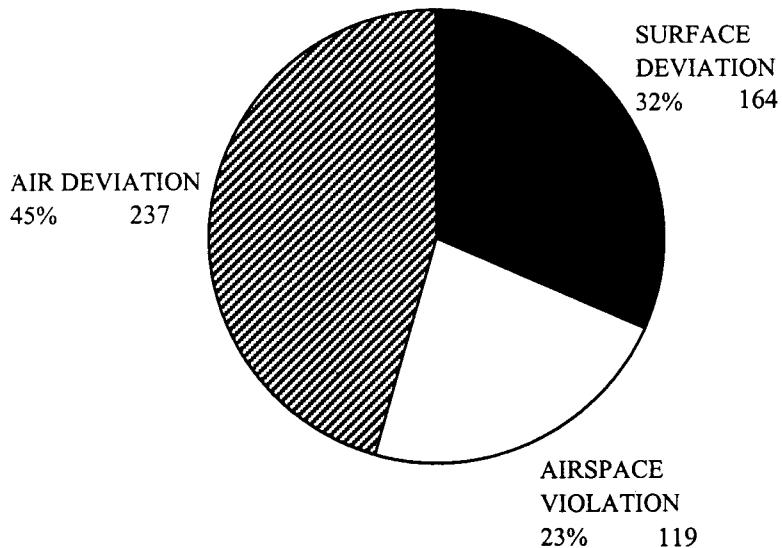
1999	112	110	109	131	128	143	189	135	139	172	133	152
2000	127	154	156									

PILOT DEVIATIONS BY DEVIATION TYPE 1999 versus 2000

JANUARY - MARCH 1999

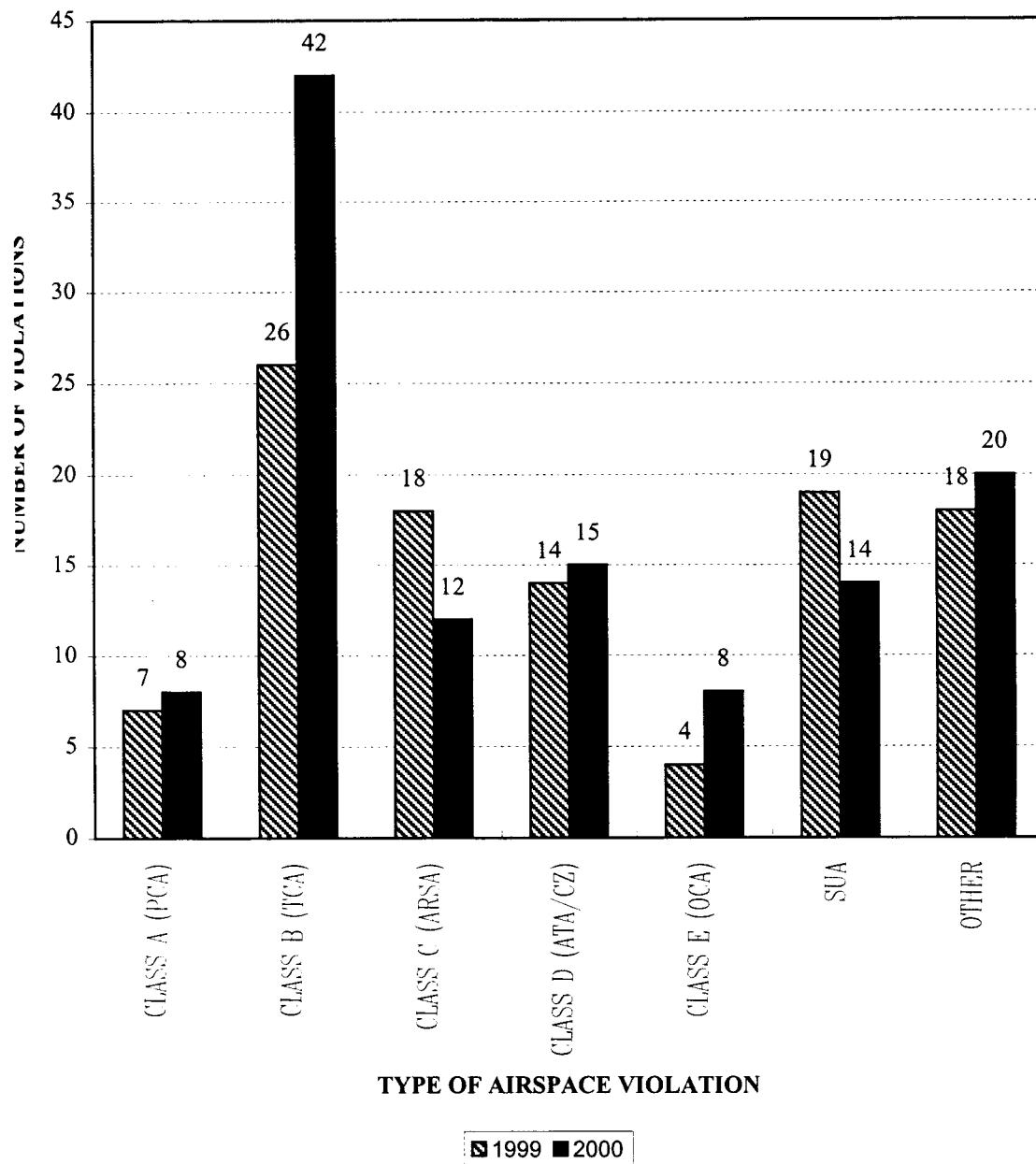


JANUARY - MARCH 2000



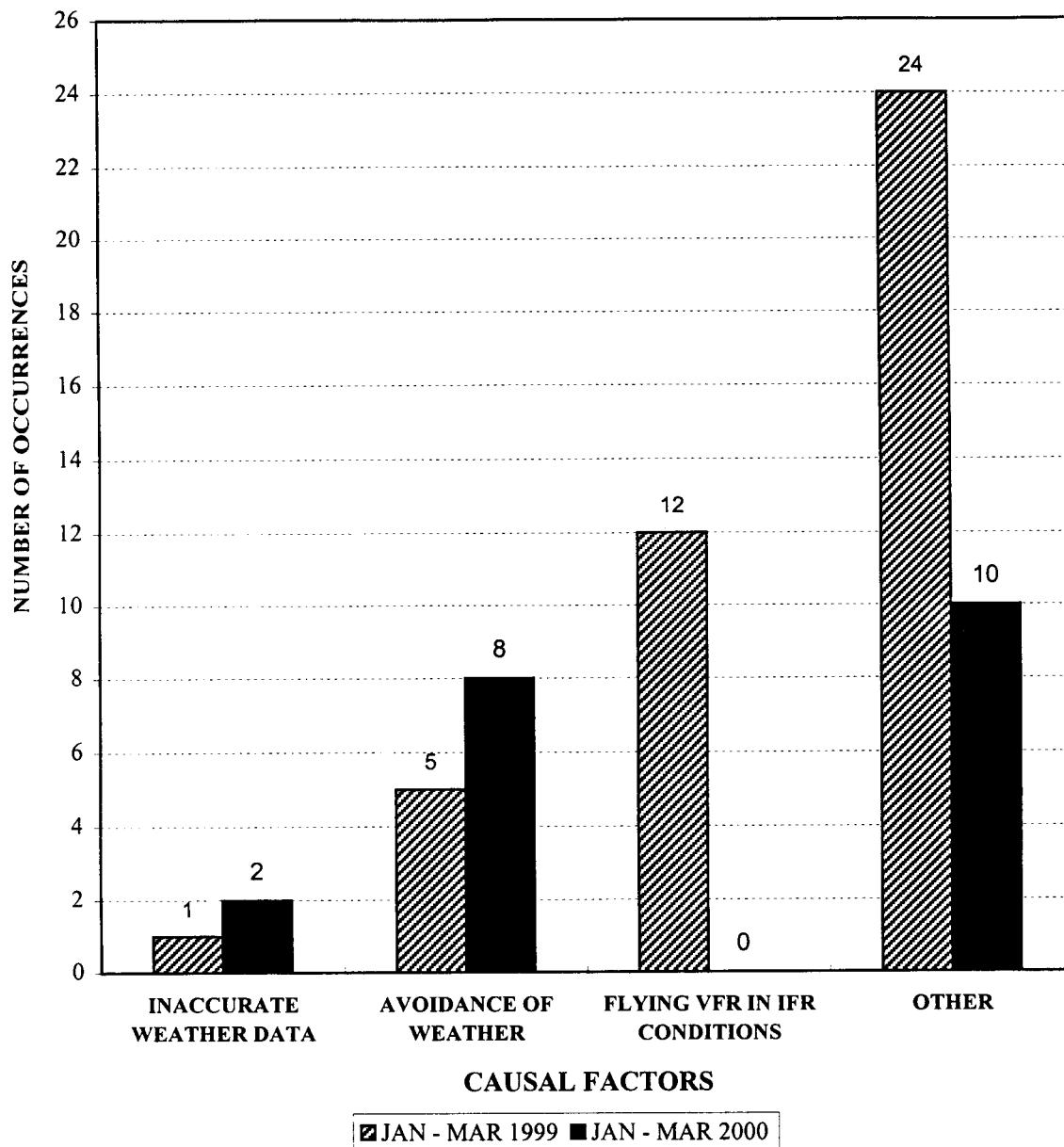
NOTE: The total number of deviations exceeds the number of reports. One report may involve multiple deviations, including both air and surface deviations on the same report.

**PILOT DEVIATIONS
BY TYPE OF AIRSPACE VIOLATION
JANUARY - MARCH
1999 versus 2000**

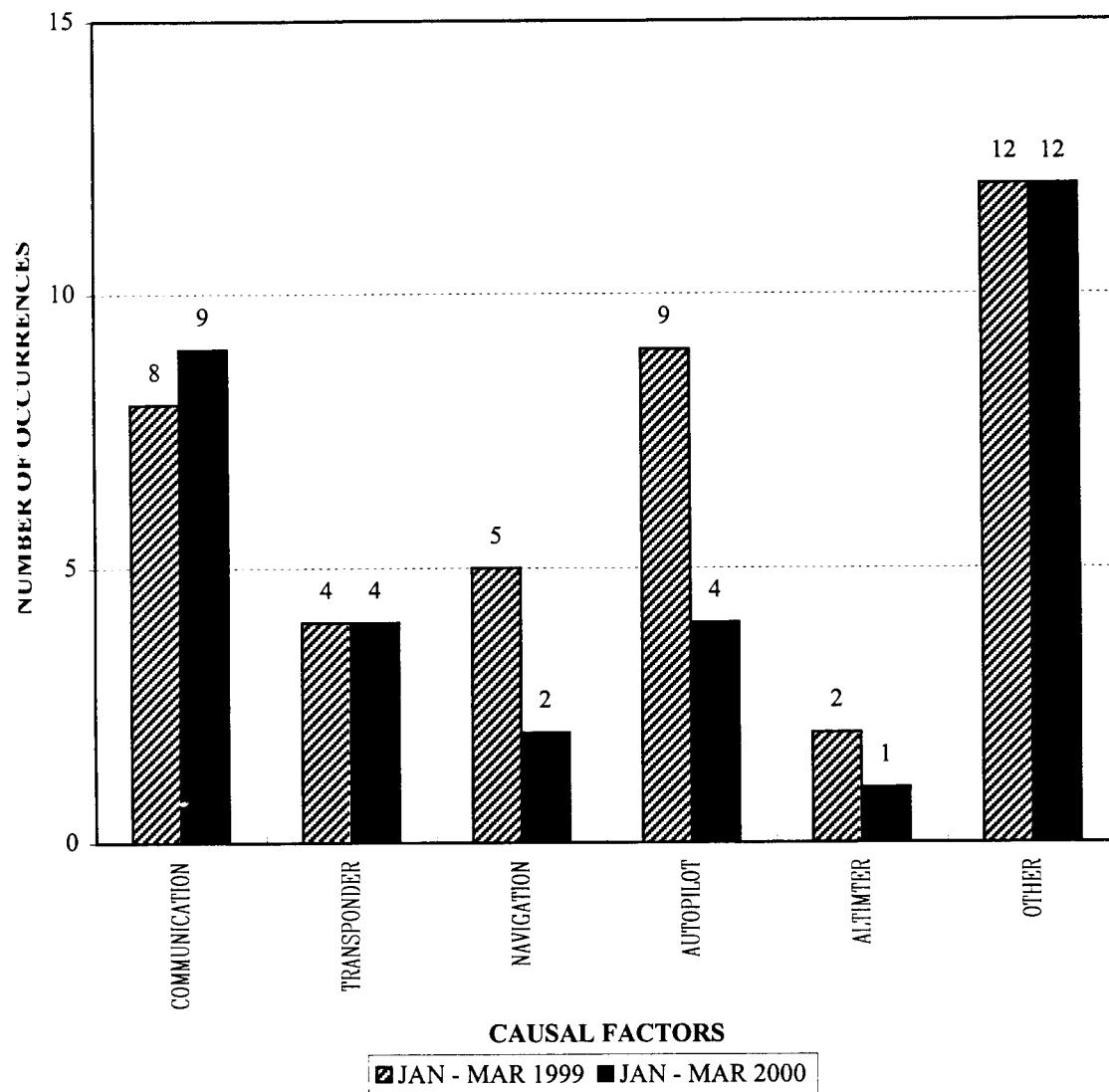


OTHER also includes Unknown.

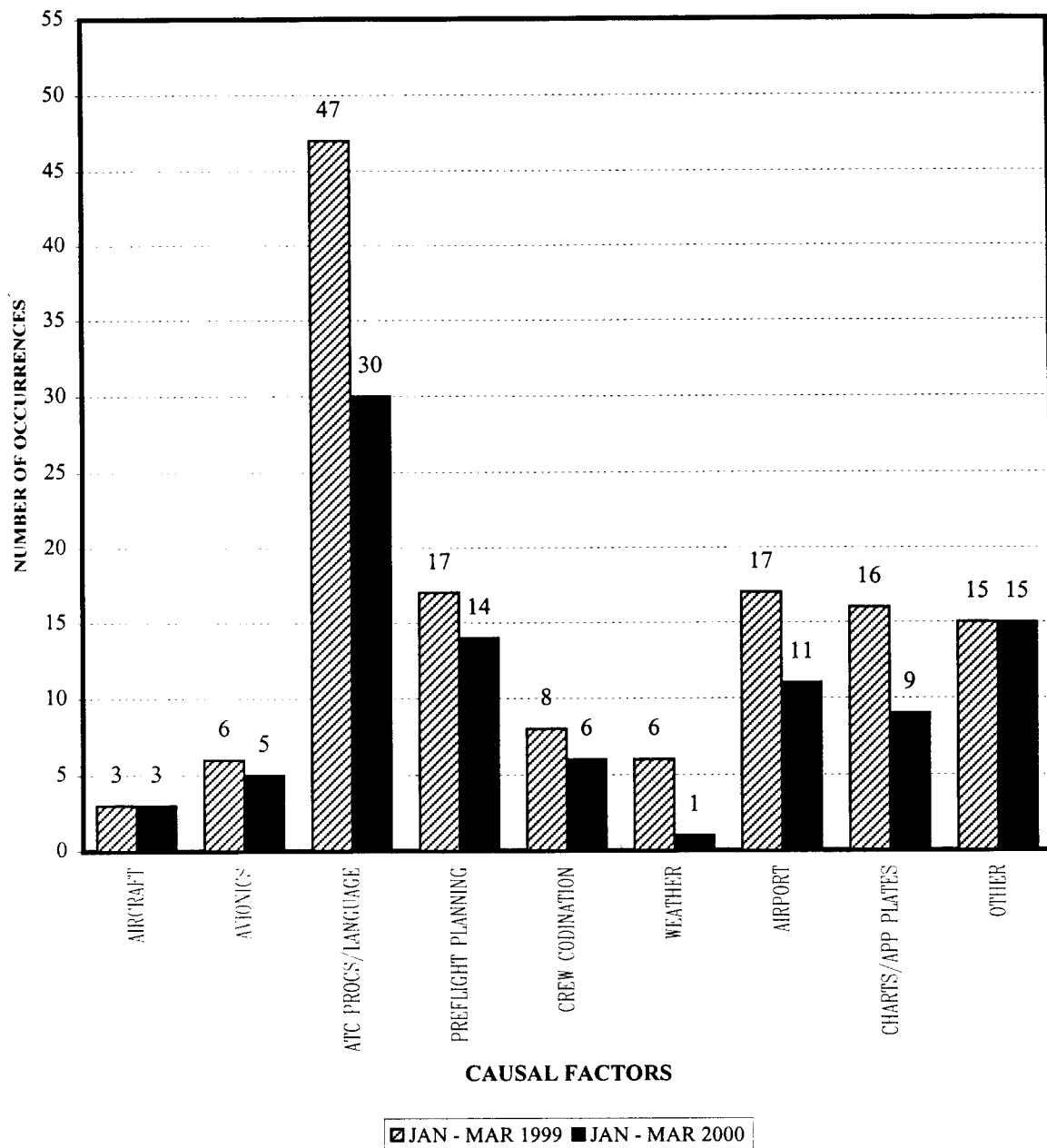
PILOT DEVIATIONS BY CAUSAL FACTORS
WEATHER
1999 versus 2000



PILOT DEVIATIONS BY CAUSAL FACTORS
AIRCRAFT EQUIPMENT MALFUNCTION
1999 versus 2000



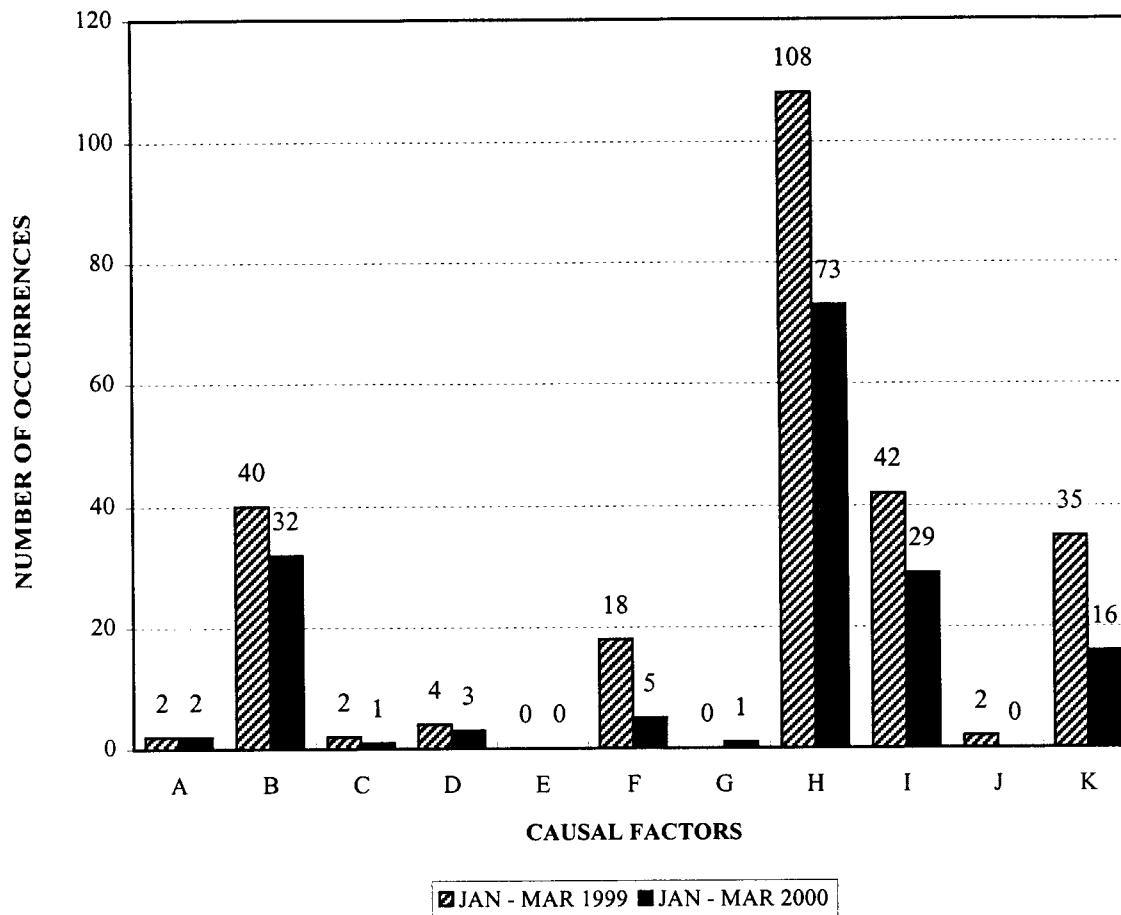
PILOT DEVIATIONS BY CAUSAL FACTORS
PILOT'S KNOWLEDGE/EXPERIENCE
1999 versus 2000



PILOT DEVIATIONS CAUSAL FACTORS

OPERATIONAL

1999 versus 2000



- A. Overworked
- B. Distracted
- C. Fatigued
- D. Not Actively Scanning
- E. Unable to Locate Traffic, Even With Traffic Advisory
- F. Disoriented or Lost
- G. Sick
- H. Not Following ATC Instructions
- I. Operating in Class A, B, C, or D Without Required Communication or Authorization
- J. Operating With Transponder Off
- K. Other

**PILOT DEVIATIONS
BY REGION BY MONTH
1999 - MARCH 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	1	3	16	19	1	14	25	12	21	112
FEB	1	11	10	12	1	5	30	18	22	110
MAR	3	3	15	23	2	5	22	10	26	109
APR	5	3	16	18	3	9	44	10	23	131
MAY	2	7	18	20	3	8	24	12	34	128
JUN	2	3	30	25	5	10	24	14	30	143
JUL	1	4	26	34	14	16	43	15	36	189
AUG	3	6	21	26	4	9	26	9	31	135
SEP	1	7	16	20	2	9	35	8	41	139
OCT	1	10	35	21	2	20	24	21	38	172
NOV	2	9	19	24	4	10	29	11	25	133
DEC	1	8	23	12	5	11	35	16	41	152
TOTAL	23	74	245	254	46	126	361	156	368	1653

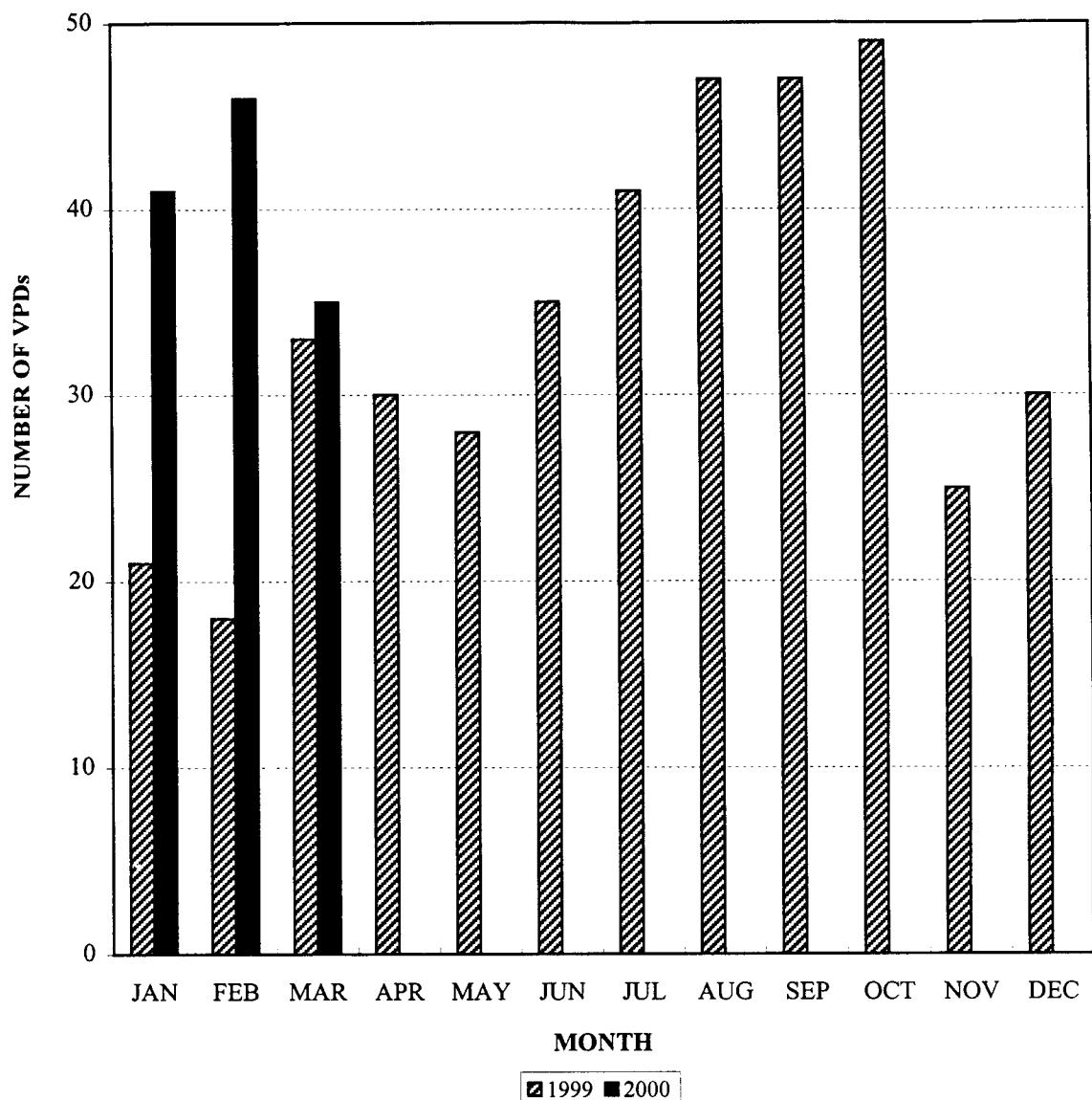
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	2	5	16	20	4	4	22	19	35	127
FEB	5	4	24	18	2	5	38	20	38	154
MAR	5	7	24	16	6	13	31	19	35	156
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	12	16	64	54	12	22	91	58	108	437

VEHICLE/PEDESTRIAN DEVIATIONS*

***Vehicle/Pedestrian Deviations** May require at least 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period. **Data are preliminary and subject to change.**

**VEHICLE/PEDESTRIAN DEVIATIONS
BY MONTH
1999 - MARCH 2000**



1999	21	18	33	30	28	35	41	47	47	49	23	30
2000	41	46	35									

**AIRPORTS WITH MOST VEHICLE/PEDESTRIAN DEVIATIONS
12 MONTH COMPARISON (2000 RANKING)**

AIRPORT	ID	APR 98 - MAR 99	APR 99 - MAR 00
Merrill Field Arpt, AK	MRI	15	26
Jeffco Arpt, CO	BJC	6	19
Ft. Lauderdale Executive Arpt, FL	FXE	12	16
Montgomery Field Arpt, CA	MYF	5	14
Andrews AFB, MD	ADW	4	13
Ann Arbor Muni Arpt, MI	ARB	0	11
David Wayne Hooks Memorial Arpt, TX	DWH	0	10
Richard Lloyd Jones Jr. Arpt, OK	RVS	4	9
San Francisco Intl, CA	SFO	1	9
Santa Monica Muni Arpt, CA	SMO	1	9
Luis Munoz Marin Intl, PR	SJU	8	7
Anoka County-Blaine Arpt (Janes Field), MN	ANE	2	6
Albert Whitted Arpt, FL	SPG	0	6
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	MSP	0	6
Birmingham Arpt, AL	BHM	2	5
Greater Rockford Arpt, IL	RFD	2	5
Reno/Tahoe Intl, NV	RNO	1	5
Jack Northrop Fld-Hawthorne Muni Arpt, CA	HHR	0	5

VEHICLE/PEDSTRIAN DEVIATIONS
BY REGION AND MONTH
1999 - MARCH 2000

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	2	3	5	0	0	8	1	2	21
FEB	0	1	2	4	0	0	5	2	4	18
MAR	2	0	2	12	1	7	7	0	2	33
APR	4	2	4	4	0	3	6	1	6	30
MAY	4	1	6	6	1	3	3	1	3	28
JUN	2	0	9	10	1	2	3	5	3	35
JUL	6	3	2	8	4	3	8	5	2	41
AUG	4	5	5	7	0	7	8	3	8	47
SEP	4	1	7	7	2	1	10	5	10	47
OCT	4	0	8	6	0	6	10	2	13	49
NOV	1	0	1	3	0	3	9	1	5	23
DEC	1	3	2	5	2	5	3	3	6	30
TOTAL	32	18	51	77	11	40	80	29	64	402

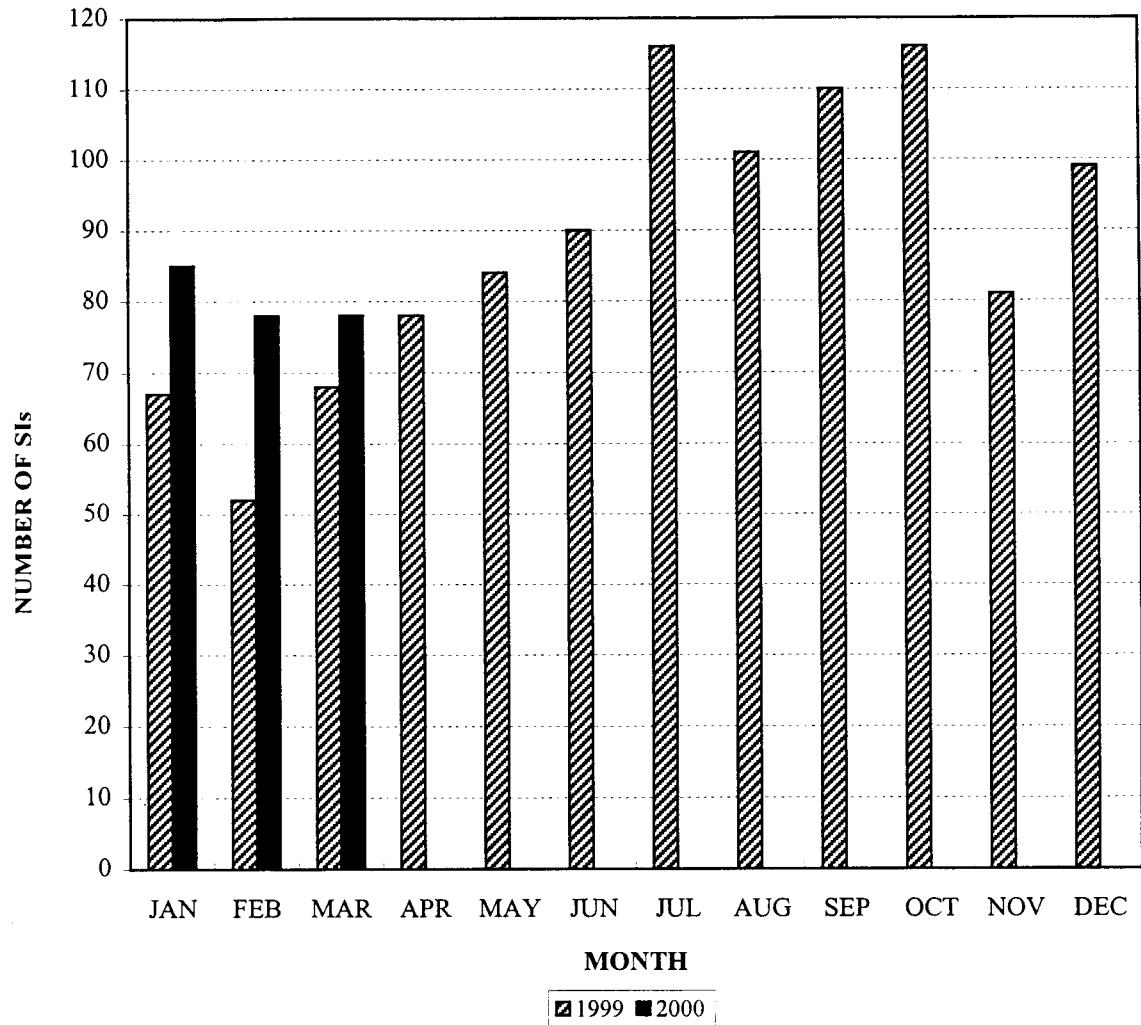
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	3	2	5	6	0	2	6	6	11	41
FEB	3		2	7	2	6	13	6	7	46
MAR	3	1	4	4	0	2	9	3	9	35
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	9	3	11	17	2	10	28	15	27	122

SURFACE INCIDENTS*

***Surface Incidents** may require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.
Data are preliminary and subject to change.

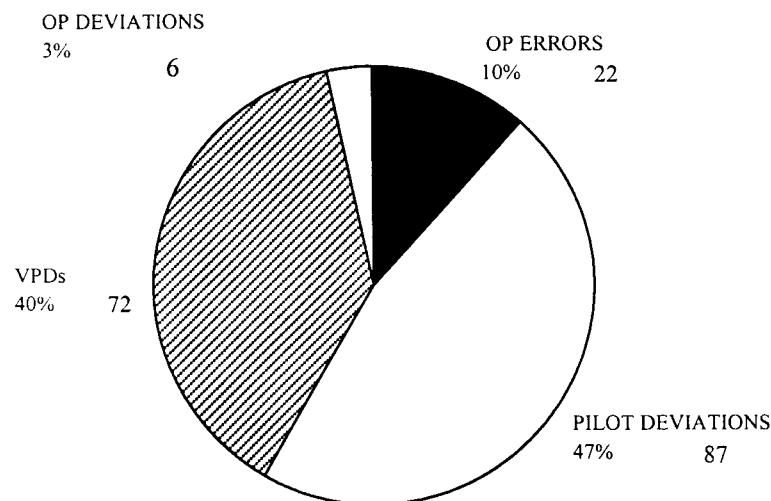
**SURFACE INCIDENTS
BY MONTH
1999 - MARCH 2000**



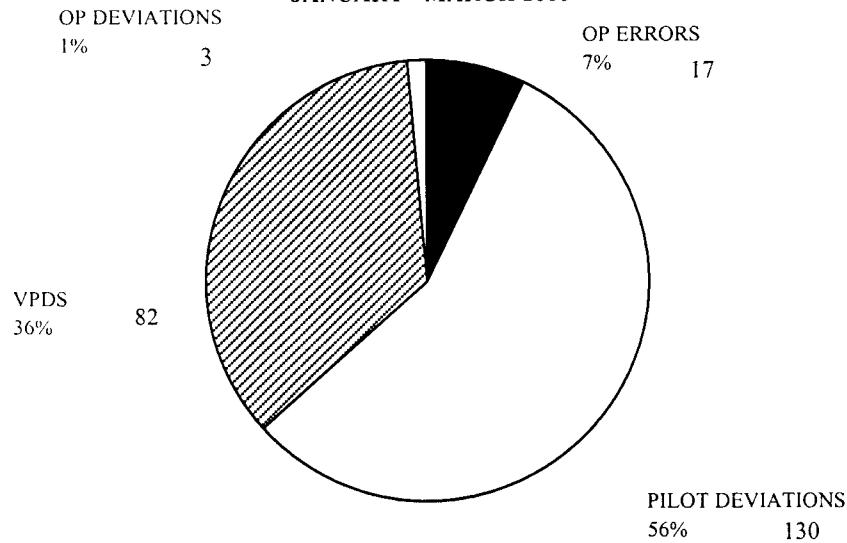
1999	67	52	68	78	84	90	116	101	110	116	81	99
2000	85	78	69									

SURFACE INCIDENTS BY TYPE

JANUARY - MARCH 1999



JANUARY - MARCH 2000



Mutiple Deviations can originate from a surface incidents. Consequently, duplicate counts may exist
VPDs: Vehicle/Pedestrian Deviations

SURFACE INCIDENTS
TOP AIRPORT (2000 RANKING)
12 MONTH COMPARISON

AIRPORT	APR 98 - MAR 99	APR 99 - MAR 00
Reno/Tahoe Intl, NV	5	36
Merrill Field Arpt, AK	18	28
Montgomery Field Arpt, CA	13	25
Ft. Lauderdale Executive Arpt, FL	16	22
John Wayne-Orange County Arpt, CA	6	22
San Francisco Intl, CA	9	21
Jeffco Arpt, CO	7	20
Long Beach/Daugherty Field Arpt, CA	21	18
Los Angeles Intl, CA	19	15
Luis Munoz Marin Intl, PR	10	15
David Wayne Hooks Memorial Arpt, TX	0	14
Andrews AFB, MD	7	13
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	2	13
Theodore Francis Green State Arpt, RI	1	13
Ann Arbor Muni Arpt, MI	0	13
Phoenix Sky Harbor Intl, AZ	15	12
San Jose Intl, CA	8	12
Richard Lloyd Jones Jr. Arpt, OK	7	12
Lambert-St. Louis Intl, MO	19	11
San Antonio Intl, TX	5	11
Raleigh-Durham Intl, NC	5	10
Greater Rochester Intl, NY	2	10
Santa Monica Muni Arpt, CA	1	10

**SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON**

APRIL 1998 - MARCH 1999 versus APRIL 1999 - MARCH 2000
***CAUTION: A surface incident may have multiple causal factors and result in multiple reports**

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Abilene Regional Apt, TX	4	0	0	0	0	0	4	0	8	0	9.588 0.000
Adams Field Apt, AR	3	2	0	1	0	0	0	0	3	3	1.712 1.680
Addison Apt, TX	3	1	2	0	0	0	1	1	6	2	3.338 1.174
Akron-Canton Regional Apt, OH	0	1	0	0	0	0	0	1	0	2	0.000 1.568
Albany Intl, NY	1	2	0	0	0	0	0	1	1	1	3 0.685 1.970
Albert Whited Apt, FL	0	2	0	0	0	0	0	0	6	0	8 0.000 7.157
Albuquerque Intl, NM	0	2	0	0	0	0	0	0	1	0	3 0.000 1.310
Alexandria Int'l Apt, LA	0	1	0	0	0	0	0	0	0	0	1 N/A 2.254
Allegheny County Apt, PA	0	1	0	0	0	0	0	6	4	6	5 4.640 3.818
Allen AAF, AK	0	1	0	0	0	0	0	0	0	0	1 N/A N/A
Amarillo Intl, TX	0	0	0	0	0	0	0	0	2	0	2 0.000 1.659
Anchorage Intl, AK	0	6	2	0	1	0	4	1	7	7	7 2.285 2.335
Andrews AFB, MD	1	0	2	0	0	0	4	13	7	13	5.889 11.642
Ann Arbor Muni Apt, MI	0	2	0	0	0	0	0	11	0	13	0.000 9.246 N/A N/A
Anniston Metro Apt, AL	1	0	0	0	1	0	0	0	0	2	0 N/A N/A
Anoka County-Blaine Apt (James Field), MN	0	0	0	0	0	0	2	6	2	6	2.217 0.000
Aspen-Pitkin County/Sardy Field Apt, CO	1	0	0	0	0	0	0	0	1	0	N/A N/A
Augusta Rgnl ab Bush Field Apt, GA	0	1	0	0	0	0	0	1	0	2	0.000 3.920
Aurora Muni Apt, IL	1	0	0	0	0	0	1	3	2	3	1.570 1.641
Austin Straubel Intl, WI	0	1	0	0	0	0	0	0	0	1	0 0.000 1.281
Austin-Bergstrom Intl Apt, TX	1	0	1	0	0	0	0	0	2	0	1 0.094 0.000
Baltimore-Washington Intl, MD	3	1	2	0	0	0	0	1	5	2	1 1.677 0.661
Bangor Intl, ME	0	0	0	0	0	0	0	2	0	2	0 1.962 0.000
Barkley Regional Apt, KY	0	1	0	0	0	0	0	1	0	0	2 0.000 6.054
Barnstable Mun-Boardman/Polando Field Apt, MA	1	0	0	0	0	0	0	0	1	0	0 0.715 0.000
Baton Rouge Metro, Ryan Field Apt, LA	0	0	0	0	0	0	1	1	1	1	0 0.700 0.675
Bellingham Intl, WA	0	0	0	0	0	0	0	1	0	1	0 1.391 0.000
Beverly Muni Apt, MA	0	0	0	0	0	0	1	0	1	0	1 1.142 0.000
Birmingham Apt, AL	2	0	0	0	0	0	0	2	5	4	5 3.213 3.196
Bishop Intl, MI	0	0	0	0	0	0	0	1	0	1	0 0.000 0.670
Blue Grass Apt, KY	0	0	0	1	0	0	0	0	0	1	0 0.000 0.997
Boeing Field/King County Intl, WA	2	2	1	1	1	0	2	0	6	3	1 1.821 0.847

Actual Activity Data thru 12/31/1999
Forecast Activity Data 01/01/2000 - 03/31/2000
Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

*CAUTION: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Boise Air Terminal/Gowen Field Arpt, ID	3	6	0	1	0	0	0	0	3	7	1.128
Boston TRACON, MA	0	1	0	0	0	0	0	0	1	1	N/A
Bowman Field Arpt, KY	0	1	0	0	0	0	0	2	0	3	0.000
Brackett Field Arpt, CA	0	4	0	0	0	0	0	0	0	4	0.000
Bradley Intl, CT	0	0	0	0	0	0	0	1	0	1	0.344
Brown Field Muni Arpt, CA	0	1	0	0	0	0	0	0	0	0	0.000
Brunswick NAS, ME	1	1	0	0	0	0	0	0	1	1	N/A
Buchanan Field Arpt, CA	0	5	1	0	0	0	0	1	1	6	0.454
Buffalo Niagara Intl, NY	0	1	0	0	0	0	0	4	0	5	0.000
Burbank-Glendale-Pasadena Arpt, CA	1	0	2	2	0	0	1	0	4	2	2.201
Burlington Intl, VT	0	0	1	0	0	0	0	0	1	0	0.836
Camarillo Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.000
Capital Arpt, IL	0	4	0	2	0	0	0	0	0	6	0.000
Capital City Arpt, MI	0	0	0	0	1	0	0	0	1	0	0.819
Centennial Arpt, CO	4	3	0	2	0	0	2	3	6	8	1.326
Central Illinois Rgnl Arpt, IL	2	2	1	0	0	0	0	0	3	2	4.260
Chandler Muni, AZ	0	0	0	0	0	0	0	2	0	2	0.000
Charleston AFB/Intl, SC	3	3	2	0	0	0	3	0	8	3	6.042
Charlotte/Douglas Intl, NC	7	3	2	0	0	0	0	1	9	4	1.978
Cherry Capital Arpt, MI	1	1	0	0	0	0	0	0	1	1	0.775
Chicago Midway Arpt, IL	0	4	4	0	1	1	1	1	6	6	2.137
Chicago O'hare Intl, IL	2	4	3	0	0	0	1	4	6	8	0.669
Chicago TRACON, IL	1	0	0	0	0	0	0	0	1	0	N/A
Chico Muni Arpt, CA	1	1	0	0	0	0	0	0	1	1	2.358
Chino Arpt, CA	0	4	0	2	0	0	0	2	0	8	0.000
Cincinnati Muni/Lunken Field Arpt, OH	0	1	0	0	0	0	0	0	0	1	0.000
Cincinnati/Northern Kentucky Intl, OH	1	1	1	1	0	0	0	0	2	2	0.449
City of Colorado Springs Muni Arpt, CO	1	0	1	0	0	0	0	0	3	2	1.025
Cleveland-Hopkins Intl, OH	8	8	1	0	0	0	0	1	1	10	9
Cobb County-Mc Collum Field, GA	1	0	0	0	0	0	0	0	1	0	0.890
Columbia Metro Arpt, SC	1	0	0	0	0	0	0	0	1	0	0.843
Columbia Regional Arpt, MO	0	0	0	1	0	0	0	0	1	0	2

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

APRIL 1998 - MARCH 1999 versus APRIL 1999 - MARCH 2000

*CAUTION: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Columbus Metro Arpt, GA	0	0	0	0	0	0	0	1	0	1	0	0.000
Craig Muni Arpt, FL	1	1	0	0	0	0	0	0	1	1	1	0.711
Crystal Arpt, MN	5	2	0	0	0	0	7	4	12	6	6.336	3.747
Cyril E. King Arpt, VI	3	0	0	1	0	0	2	1	5	2	4.423	2.113
Dallas Love Field Arpt, TX	5	1	1	0	0	0	2	0	8	1	3.327	0.411
Dallas-Ft. Worth Intl, TX	1	5	3	3	0	0	0	0	4	8	0.441	0.918
Danbury Muni Arpt, CT	0	2	0	0	0	0	2	0	2	2	1.733	1.687
Dane County Regional-Truax Field Arpt, WI	1	0	0	0	0	0	0	0	1	0	0.696	0.000
David Wayne Hooks Memorial Arpt, TX	0	4	0	0	0	0	0	0	10	0	14	0.000
Daytona Beach Intl Arpt, FL	4	5	1	0	0	0	0	0	0	5	5	1.815
Decatur Arpt, IL	0	1	0	0	0	0	0	0	0	0	1	0.000
DeKalb-Peachtree Arpt, GA	2	1	1	1	0	0	3	2	6	4	2.564	1.774
Denver Center, CO	0	1	0	0	0	0	0	0	0	0	1	N/A
Denver Intl, CO	2	2	0	0	0	0	0	0	3	2	5	0.419
Des Moines Intl, IA	2	2	0	0	0	0	0	0	1	2	3	1.437
Detroit Metro Wayne County Arpt, MI	3	0	3	1	0	0	3	0	9	1	1.675	0.180
Duluth Intl, MN	0	1	0	0	0	0	3	4	3	5	4.543	7.985
Dupage Arpt, IL	2	4	1	0	0	0	2	0	5	4	2.237	1.996
Dutchess County Arpt, NY	1	0	0	1	0	0	0	0	1	3	0.715	2.164
Eagle County Regional Arpt, CO	6	0	0	0	0	0	0	0	6	0	19.618	3.552
El Monte Arpt, CA	0	0	0	0	0	0	0	0	2	0	0.000	1.178
El Paso Intl, TX	1	2	0	0	0	0	0	0	1	2	0.707	1.339
Elko Muni-J.C. Harris Field Arpt, NV	1	0	0	0	0	0	0	0	1	0	3.767	0.000
Elmira/Corning Regional Arpt, NY	0	0	0	0	0	0	0	0	2	0	0.000	2.917
Eppley Airfield Arpt, NE	1	2	0	1	0	0	0	0	2	1	0.557	2.695
Eric Intl, PA	0	0	0	1	0	0	0	1	0	1	1.651	0.000
Ernest A. Love Field Arpt, AZ	0	1	1	0	0	0	0	0	2	1	0.268	0.945
Essex County Arpt, NJ	0	1	0	0	0	0	0	1	0	1	0.403	0.460
Evansville Regional Arpt, IN	0	1	0	0	0	0	0	0	0	1	0.000	1.052
Fairbanks Intl, AK	0	2	0	0	0	0	0	0	4	0	6	0.000
Falcon Field Arpt, AZ	1	2	0	0	1	0	0	4	2	6	2.546	1.597
Fanning Field Arpt, ID	0	1	0	0	0	0	0	0	1	0	2	3.822

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CONT)

12 MONTH COMPARISON

*CAUTION: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE		
	'98 - 99	99 - 00	'98 - 99	99 - 00	'98 - 99	99 - 00	'98 - 99	99 - 00	'98 - 99	99 - 00	'98 - 99	99 - 00	
Fells Field Arpt, WA	0	1	0	0	0	0	0	0	0	1	0.000	1.337	
Flagstaff Pulliam Arpt, AZ	1	0	0	0	0	0	0	0	1	0	2.111	0.000	
Flying Cloud Arpt, MN	4	5	0	1	0	0	3	2	7	8	3.283	3.927	
Fort Wayne Intl, IN	0	0	0	1	0	0	0	0	0	1	0.000	0.836	
Fort Worth Meacham Arpt, TX	0	0	0	0	0	0	0	4	4	4	1.053	1.241	
Forth Worth Alliance Arpt, TX	3	0	0	0	0	0	0	0	3	0	1.560	0.000	
Four Corners Regional Arpt, NM	1	0	0	1	0	0	0	0	1	1	0.863	0.943	
Fresno Yosemite Intl Arpt, CA	2	3	0	0	0	0	0	0	2	3	1.111	1.545	
Ft. Lauderdale Executive Arpt, FL	4	6	0	0	0	0	12	16	16	22	6.430	9.197	
Ft. Lauderdale/Hollywood Intl, FL	0	3	0	1	0	0	0	0	0	4	0.000	1.457	
Fullerton Muni Arpt, CA	1	2	0	0	0	0	2	1	3	3	3.198	2.907	
Fulton County Arpt-Brown Field Arpt, GA	0	2	0	0	0	0	0	1	0	3	0.000	2.614	
Gainesville Regional Arpt, FL	0	0	0	0	0	0	0	1	0	1	0.265	0.000	
General Edward Lawrence Logan Intl, MA	3	2	0	2	0	0	1	2	4	6	0.781	1.588	
General Mitchell Intl, WI	6	3	1	1	0	0	0	4	2	11	6	5.011	2.709
George Bush Intercontinental Arpt, TX	0	0	0	0	0	0	0	2	0	2	0.000	0.224	
Gillespie Field Arpt, CA	0	1	0	0	0	0	0	0	4	0	5	0.000	2.945
Grand Forks Intl, ND	1	1	0	0	0	0	1	0	0	1	2	0.442	1.330
Grand Prairie Muni Arpt, TX	2	0	0	0	0	0	0	0	0	2	0	2.297	0.000
Grant County Arpt, WA	0	0	1	0	0	0	0	2	2	2	3	1.510	1.563
Greater Kankakee Arpt, IL	0	0	0	0	0	0	0	1	0	1	0	N/A	N/A
Greater Peoria Regional Arpt, IL	1	0	0	0	0	0	0	0	1	0	1.058	0.000	
Greater Pittsburgh Intl, PA	2	1	4	0	0	0	0	0	6	1	1.346	0.226	
Greater Rochester Intl, NY	2	4	0	3	0	0	0	3	2	10	1.051	5.293	
Greater Rockford Arpt, IL	2	3	0	0	0	0	0	2	5	4	8	3.639	6.757
Greenville-Spartanburg Intl Arpt, SC	2	0	0	0	0	0	0	0	0	2	0	3.337	0.000
Gregg County Arpt, TX	1	5	0	0	0	0	0	0	1	1	6	1.004	6.657
Groton-New London Arpt, CT	0	0	0	0	0	0	0	1	1	1	1.407	1.269	
Gulfport-Biloxi Regional Arpt, MS	2	1	0	0	0	0	0	3	0	5	1	4.977	0.864
Gwinnett County - Briscoe Field, GA	2	1	0	0	0	0	0	0	0	2	1	1.792	1.046
Hagerstown Rgnl-Richard A Henson Field Arpt, MD	4	0	0	0	0	0	0	0	4	0	6.889	0.000	
Hartford-Brainard Arpt, CT	0	0	0	0	0	0	0	0	1	0	0.000	0.803	
Hawkins Field Arpt, MS	0	0	0	0	0	0	0	0	1	0	0.000	1.888	

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

***CAUTION: A surface incident may have multiple causal factors and result in multiple reports**

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE 98 - 99 99 - 00
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Hayward Executive Apt, CA	0	1	0	0	0	0	0	0	0	1	0.000 0.542
Hector Intl, ND	1	3	0	1	0	0	6	2	7	6	7.426 6.640
Honolulu Intl, HI	0	3	0	1	0	0	4	0	4	4	1.170 1.134
Houston TRACON, TX	0	0	0	1	0	0	0	0	0	1	2.949 5.231
Huntsville Intl/Carl T. Jones Field Apt, AL	1	2	0	0	0	0	2	3	3	5	0.000 1.062
Igor I. Sikorsky Memorial Apt, CT	0	1	0	0	0	0	0	0	0	1	2.849 1.580
Indianapolis Intl, IN	4	2	1	1	0	0	2	1	7	4	0.000 5.177
Jack Northrop Fld-Hawthorne Muni Apt, CA	0	2	0	0	0	0	0	5	0	7	0.000 2.855
Jackson County-Reynolds Field Apt, MI	0	0	0	1	0	0	0	1	0	2	0.880 1.999
Jackson Intl, MS	0	0	0	0	0	0	1	2	1	2	1.868 1.252
Jacksonville Intl, FL	1	1	0	0	0	0	0	2	2	3	0.648 3.278
James M. Cox Dayton Intl, OH	0	3	1	0	0	0	0	0	2	1	5 4.274 11.800
Jeffco Apt, CO	1	1	0	0	0	0	0	6	19	7	20 1.924 0.000
Joe Foss Field Apt, SD	0	0	0	0	0	0	0	2	1	2	1 1.415 2.533
John F. Kennedy Intl, NY	3	2	0	2	0	0	0	0	3	5	7 1.421 N/A
John Wayne-Orange County Apt, CA	6	17	0	1	0	0	0	0	4	6	22 2.488 0.000
Joplin Regional Apt, MO	1	0	0	0	0	0	0	0	0	1	0 1.067 0.546
Kahului Apt, HI	0	1	0	0	0	0	0	2	0	2	1 1.939 0.000
Kalamazoo/Battle Creek Intl, MI	1	0	0	0	0	0	0	1	0	2	0 N/A N/A
Kansas City Center, MO	1	0	0	0	0	0	0	0	0	1	0 1.368 0.000
Kansas City Downtown Apt, MO	1	0	0	0	0	0	0	1	0	2	0 0.466 0.913
Kansas City Intl, MO	1	0	0	0	0	0	0	0	2	1	2 1.381 2.933
Kenai Muni Apt, AK	2	0	0	1	0	0	0	0	0	2	1 1.242 0.000
Kenosha Rgnl Airport, WI	1	0	0	0	0	0	0	0	0	1	0 0.000 0.697
Key West Intl, FL	3	0	0	0	0	0	0	0	0	3	0 2.424 0.000
Kissimmee Muni Apt, FL	0	1	0	0	0	0	0	0	0	1	0 0.000 0.869
Kodiak Apt, AK	0	0	0	0	0	0	0	0	0	2	0 0.000 5.323
La Guardia Apt, NY	1	0	2	0	0	0	0	1	3	4 3 1.06 0.547	
Lake Hood SPB, AK	0	0	0	0	0	0	0	1	4	1 N/A N/A	
Lakefront Apt, LA	3	1	0	0	0	0	0	0	3	4 4 1.685 1.620	
Lakeland Linder Regional Apt, FL	1	5	0	0	0	0	0	0	2	1 7 0.483 3.343	
Lambert-St. Louis Intl, MO	8	6	3	1	2	0	6	4	19	11 3.791 2.409	

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CONT)

12 MONTH COMPARISON

APRIL 1998 - MARCH 1999 versus APRIL 1999 - MARCH 2000

***CAUTION: A surface incident may have multiple causal factors and result in multiple reports**

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Lancaster Apt, PA	2	1	0	0	0	0	0	0	2	1	1.814	0.935
Laredo Intl, TX	0	0	0	0	0	0	1	0	1	0	1.362	0.000
Laughlin/Bullhead Intl Apt, AZ	1	0	0	0	0	0	0	0	1	0	N/A	0.000
Laurence G. Hanscom Field Apt, MA	1	1	1	2	1	0	1	0	4	3	2.182	2.059
Lawrence Muni Apt, MA	0	2	0	0	0	0	0	0	0	2	0.000	2.136
Lehigh Valley Intl, PA	1	0	0	1	0	0	0	0	1	1	0.663	0.665
Lincoln Muni Apt, NE	3	5	0	1	0	0	0	1	3	7	1.574	6.427
Long Beach/Daugherty Field Apt, CA	12	16	0	1	2	0	7	1	21	18	4.280	4.044
Long Island Mac Arthur Apt, NY	0	1	0	0	0	0	0	0	0	1	0.000	1.480
Los Angeles Intl, CA	15	11	2	1	1	0	1	3	19	15	2.487	2.206
Louisville Intl-Standiford Field Apt, KY	0	1	0	0	0	0	2	0	2	1	1.162	0.558
Lovell Field Apt, TN	1	0	0	0	0	0	1	0	2	0	2.032	0.000
Lubbock Intl, TX	0	0	0	0	0	0	0	1	0	1	0.000	0.828
Luis Munoz Marin Intl, PR	2	7	0	1	0	0	8	7	10	15	4.892	5.859
Mahlon Sweet Field Apt, OR	2	5	0	0	0	0	0	0	2	5	1.838	4.245
Manassas Rgn/Harry P. Davis Field Apt, VA	0	2	0	0	0	0	1	1	1	3	0.796	3.266
Manchester Apt, NH	0	1	0	0	1	0	1	2	2	3	1.757	2.738
Mansfield Lahm Muni Apt, OH	0	0	0	0	0	0	1	0	0	1	0.000	1.750
Martha's Vineyard Apt, MA	0	1	0	0	0	0	0	0	0	1	0.000	1.530
Mc Carran Intl, NV	7	3	1	0	0	0	0	0	8	3	1.639	0.733
Mc Ghee Tyson Apt, TN	4	2	0	0	0	0	0	0	4	2	2.750	1.367
Mc Kellar-Sipes Regional Apt, TN	0	1	0	0	0	0	0	0	0	1	0.000	7.650
Mc Kinney Muni Apt, TX	0	1	0	0	0	0	0	0	0	1	0.000	0.924
McNary Field Apt, OR	0	1	0	0	0	0	0	1	0	2	0.000	3.774
Meadows Field Apt, CA	0	0	1	0	0	0	0	1	0	2	0.174	0.000
Melbourne Regional Apt, FL	2	1	0	0	0	0	0	0	2	1	1.437	1.225
Memphis Center, TN	0	0	1	0	0	0	0	0	1	0	N/A	N/A
Memphis Intl, TN	1	2	2	0	0	0	0	0	3	2	0.826	0.535
Merrill C. Meigs Apt, IL	0	1	0	0	0	0	0	0	1	0	0.000	2.291
Merrill Field Apt, AK	2	2	0	0	1	0	15	26	18	28	8.977	12.999
Metropolitan Oakland Intl, CA	1	1	1	0	0	0	0	2	2	3	0.393	0.571
Miami Intl, FL	1	1	0	0	0	0	0	3	1	4	0.187	0.767

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

APRIL 1998 - MARCH 1999 versus APRIL 1999 - MARCH 2000

*CAUTION: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Michigan Rgnl Transportation Ctr Apt, IN	0	0	0	1	0	0	2	1	2	2	2.327
Mid Delta Rgnl, MS	1	0	0	0	0	0	0	0	1	0	2.786
Middle Georgia Regional Apt, GA	1	1	0	0	0	0	1	1	2	2	5.638
Midland Intl, TX	1	0	0	0	0	0	0	0	1	0	0.000
Millville Muni Apt, NJ	1	0	1	0	0	0	0	0	2	0	N/A
Minneapolis Center, MN	1	1	0	0	1	0	0	0	2	1	N/A
Minneapolis-St. Paul Intl/World Chamberlain Apt, MN	0	6	2	1	0	0	0	0	6	2	13
Missoula Intl, MT	1	0	0	0	0	0	0	0	1	0	1.806
Mobile Downtown, AL	1	0	0	0	0	0	0	0	1	0	1.096
Mobile Regional Apt, AL	0	0	0	0	0	0	0	0	0	2	0.000
Monroe Regional Apt, LA	3	2	0	0	0	0	0	1	0	4	2
Monterey Peninsula Apt, CA	0	1	1	0	0	0	0	0	1	1	0.989
Montgomery Field Apt, CA	6	10	1	0	1	1	5	14	13	25	4.740
Montgomery Rgnl (Dannelly Field) Apt, AL	0	1	0	0	0	0	1	0	1	1	1.063
Morristown Muni Apt, NJ	1	0	0	0	0	0	0	0	1	0	0.385
Myrtle Beach Intl, SC	1	2	0	0	0	0	0	1	1	3	1.420
Napa County Apt, CA	0	5	0	0	0	0	0	1	0	6	0.000
Naples Muni Apt, FL	1	3	0	0	0	0	2	1	3	4	2.516
Nashville Intl, TN	1	6	1	0	0	0	0	1	2	7	1.299
Natrona County Intl, WY	0	0	0	0	0	0	0	1	0	1	2.096
New Castle County Apt, DE	0	1	0	0	0	0	0	0	0	1	0.000
New Hanover Intl, NC	3	3	1	0	0	0	0	1	4	4	5.542
New Orleans Intl/Moisant Field Apt, LA	0	1	0	0	0	0	0	0	0	1	0.000
New York TRACON, NY	0	1	0	0	0	0	0	0	0	1	N/A
Newark Intl, NJ	5	2	1	2	0	0	3	2	9	6	1.945
Niagara Falls Intl, NY	0	0	0	0	0	0	2	0	2	0	3.998
Norfolk Intl, VA	0	1	0	0	0	0	0	0	0	1	0.000
North Las Vegas Apt, NV	6	6	0	0	0	0	1	0	7	6	2.302
North Perry Apt, FL	1	0	0	0	0	0	0	0	1	0	0.600
Northeast Philadelphia Apt, PA	0	0	0	0	0	0	0	1	0	0	0.494
Norwood Memorial Apt, MA	1	1	0	0	0	0	0	0	1	1	0.918
Oakland County Intl Apt, MI	2	0	0	0	0	0	0	0	2	0	0.611

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

APRIL 1998 - MARCH 1999 versus APRIL 1999 - MARCH 2000

***CAUTION: A surface incident may have multiple causal factors and result in multiple reports**

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Oakland TRACON, CA	0	0	0	0	1	0	0	0	1	0	N/A	N/A
Ogden-Hinckley Arpt, UT	1	0	0	0	0	0	0	0	1	0	0.995	0.000
Ontario Intl., CA	0	0	2	0	0	0	1	2	3	2	2.014	1.897
Opa Locka Arpt, FL	2	0	0	0	0	0	0	2	2	2	1.761	1.574
Orlando Executive Arpt, FL	1	1	1	0	0	0	0	0	3	2	4	0.958
Orlando Intl., FL	0	1	0	0	0	0	0	2	1	2	2	0.548
Orlando Sanford Arpt, FL	7	2	0	1	0	0	3	3	10	6	2.635	1.528
Outagamie County Rgnl Arpt, WI	0	0	1	2	0	0	0	0	1	2	1.584	3.094
Page Field Arpt, FL	1	1	0	0	0	0	0	2	1	3	2	3.433
Palm Beach Intl., FL	9	6	1	1	0	0	0	0	10	7	4.637	3.564
Palm Springs Intl., CA	1	7	0	1	0	0	0	0	1	8	1.047	7.785
Palo Alto of Santa Clara County Arpt, CA	0	0	0	0	0	0	1	2	1	2	0.508	0.968
Panama City-Bay County Intl Arpt, FL	2	0	0	0	0	0	0	1	2	1	2	3.779
Palwaukee Muni Arpt, IL	5	0	0	0	0	0	0	2	0	7	0	0.000
Pensacola Regional Arpt, FL	0	0	1	0	0	0	0	0	1	2	0	0.777
Philadelphia Intl., PA	3	1	2	0	0	0	1	2	6	3	1.266	0.641
Phoenix Sky Harbor Intl, AZ	12	9	0	1	0	0	3	2	15	12	2.795	2.122
Phoenix TRACON, AZ	0	0	0	0	1	0	0	0	1	1	4	0.000
Phoenix-Deer Valley Muni Arpt, AZ	3	5	1	0	0	0	1	1	5	6	0.765	2.906
Piedmont Triad Intl., NC	1	0	0	0	0	0	0	4	1	4	0	0.879
Port Columbus Intl, OH	0	2	0	0	0	0	0	0	0	2	0.786	3.311
Portland Intl Jetport Arpt, ME	1	1	0	0	0	0	0	0	3	1	4	0.000
Portland Intl, OR	0	2	0	0	0	0	0	0	1	0	3	1.301
Portland-Hillsboro Arpt, OR	2	1	0	0	0	0	0	1	0	3	1	0.000
Portland-Tualatin Arpt, OR	0	2	0	0	0	0	0	0	2	0	4	0.000
Purdue University Arpt, IN	1	1	0	0	0	0	0	0	0	1	0	N/A
Quincy Muni Baldwin Field Arpt, IL	1	0	0	1	0	0	0	4	0	5	10	1.866
Raleigh-Durham Intl, NC	1	9	0	1	0	0	0	0	0	1	1	4.011
Ralph Wien Memorial Arpt, AK	0	1	0	0	1	0	0	0	1	1	N/A	N/A
Reading Regional/Carl A. Spaatz Field Arpt, PA	0	1	0	2	0	0	1	4	1	7	0.715	5.135
Redding Muni Arpt, CA	1	0	0	0	0	0	3	0	4	0	5.237	0.000
Reid-Hillview of Santa Clara County Arpt, CA	0	1	0	0	0	0	0	0	0	1	0	0.473
Reno/Tahoe Intl, NV	3	30	0	0	1	1	5	5	5	36	3.210	24.160

Renton Muni Arpt, WA

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Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

***CAUTION: A surface incident may have multiple causal factors and result in multiple reports**

AIRPORT	PILOT DEVIATIONS	SURFACE ERRORS	SURFACE DEVIATIONS	VEHICLE PEDESTRIAN DEVIATION	TOTAL*	RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99
Renton Muni Apt, WA	0	0	0	0	2	2	2
Republic Apt, NY	0	5	0	1	2	2	6
Richard Lloyd Jones Jr. Apt, OK	3	2	0	1	4	9	7
Richmond Intl, VA	4	5	0	0	1	1	6
Riverside Muni Apt, CA	1	0	0	0	0	2	0
Roanoke Regional/Woodrum Field Apt, VA	7	3	0	0	1	1	8
Rochester Intl Apt, MN	0	1	1	0	0	1	2
Rock County Apt, WI	0	2	1	0	0	0	1
Ronald Reagan Washington National Apt, DC	3	1	0	1	0	0	1
Roswell Industrial Air Center Apt, NM	0	1	0	0	0	0	0
Salinas Muni Apt, CA	0	0	0	0	0	0	0
Salt Lake City Intl, UT	0	3	0	2	0	2	1
Salt Lake City TRACON, UT	0	1	0	0	0	0	0
San Antonio Intl, TX	5	9	0	0	0	2	5
San Diego Intl-Lindbergh Field Apt, CA	0	3	0	1	0	2	1
San Francisco Intl, CA	7	6	1	3	0	3	9
San Jose Intl, CA	5	9	1	1	2	1	0
Santa Barbara Muni Apt, CA	3	5	1	1	0	1	1
Santa Monica Muni Apt, CA	0	1	0	0	0	1	9
Sarasota-Bradenton Intl Apt, FL	0	1	0	0	0	0	0
Savannah Intl, GA	2	0	1	0	0	3	1
Scottsdale Apt, AZ	0	0	0	2	0	0	2
Seattle-Tacoma Intl, WA	2	4	2	0	0	0	3
Sioux Gateway Apt, IA	0	0	0	0	1	0	1
Smyrna Apt, TN	1	0	0	0	0	0	0
Snohomish County (Payne Field) Apt, WA	2	0	0	0	0	0	1
Southeast Texas Rgnl, TX	0	1	0	0	0	0	0
Southwest Florida Intl Apt, FL	0	1	0	0	0	0	1
Spirit Of St. Louis Apt, MO	0	2	0	0	0	2	0
Spokane Intl, WA	0	1	0	0	0	0	0
Springfield-Branson Rgnl Apt, MO	2	1	0	0	0	0	2
St. Louis Downtown-Parks Apt, IL	2	0	0	0	0	2	2

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CONT)

12 MONTH COMPARISON

APRIL 1998 - MARCH 1999 versus APRIL 1999 - MARCH 2000
***CAUTION: A surface incident may have multiple causal factors and result in multiple reports**

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE DEVIATION		PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
St. Lucie County Intl, FL	1	2	0	0	0	0	0	0	0	0	1	2	0.671	1.973
St. Paul Downtown Holman Field Arpt, MN	0	0	0	0	0	0	2	1	2	1	1	1.189	0.637	
St. Petersburg/Clearwater Intl, FL	1	0	0	0	0	0	0	0	0	1	0	0	0.452	0.000
Stewart Intl, NY	0	1	0	0	0	0	0	0	0	0	1	0	0.000	1.244
Syracuse Hancock Intl, NY	3	1	1	0	0	0	0	2	1	6	2	3.920	1.323	
Tallahassee Rgnl Arpt, FL	0	2	0	0	0	0	0	0	0	0	2	0.000	1.669	
Tampa Intl, FL	1	3	0	0	0	0	2	1	3	4	1	4	1.144	1.457
Terre Haute Intl, IN	0	3	0	0	0	0	0	0	1	0	4	0	0.000	6.594
Teterboro Arpt, NJ	1	2	2	0	0	0	1	3	4	5	1	5	1.712	2.075
The Eastern Iowa Arpt, IA	1	0	0	1	0	0	2	1	3	2	2	3.571	2.366	
The William B Harsfield Atlanta Intl, GA	1	3	2	0	0	1	3	4	8	0.462	0	0.908		
Theodore Francis Green State Arpt, RI	0	10	1	0	0	0	0	0	3	1	13	0.639	8.677	
Toledo Express Arpt, OH	1	1	0	0	0	0	2	0	0	3	1	2.779	0.991	
Tompkins County Arpt, NY	0	0	0	0	0	0	0	2	0	2	0	0.000	3.719	
Trenton Mercer Arpt, NJ	1	0	0	0	0	0	0	0	0	1	0	0.753	0.000	
Tri-Cities Arpt, WA	4	1	0	1	0	0	0	0	0	4	2	4.437	2.144	
Tri-City Rgnl Arpt, TN	0	0	0	0	0	0	0	3	0	3	0	3.367	0.000	
Tri-State/Milton J. Ferguson Field Arpt, WV	0	1	0	0	0	0	0	0	0	0	1	0.000	1.792	
Tucson Intl, AZ	2	0	0	0	0	0	0	0	1	2	1	0.722	0.367	
Tulsa Intl, OK	2	1	0	0	0	0	0	1	1	3	2	1.436	1.513	
Tuscaloosa Muni Arpt, AL	0	0	0	0	0	0	0	0	0	1	1	0.000	3.503	N/A
Tweed-New Haven Arpt, CT	0	1	0	0	0	0	0	0	0	1	0	0.701	0.000	
University Of Illinois-Willard Arpt, IL	1	0	0	0	0	0	0	0	0	1	0	N/A		
Unknown/Facility Not Reported	0	0	0	0	1	1	0	2	7	3	8	0	1.868	
Valdosta Rgnl Arpt, GA	0	1	0	0	0	0	0	0	0	0	1	0.000	0.170	
Van Nuys Arpt, CA	1	0	0	0	0	0	0	0	1	1	1	0.178	N/A	
Vandenberg AFB, CA	2	0	0	0	0	0	0	0	0	2	0	0	0.474	0.963
Vero Beach Muni Arpt, FL	1	1	0	0	0	0	0	0	1	1	2	0	0.000	1.060
W K Kellogg Arpt, MI	0	0	0	0	0	0	0	0	0	0	0	0.000	1.663	
Waco Regional Arpt, TX	0	1	0	0	0	0	0	0	1	0	2	0	0.000	2.387
Walla Walla Regional Arpt, WA	0	1	0	0	0	0	0	0	1	0	2	0	0.000	0.856
Washington Dulles Intl, DC	2	4	1	0	0	0	0	0	0	3	4	0.732	5.286	
Waterloo Muni Arpt, IA	0	2	0	0	0	0	0	0	1	0	3	0.000		

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Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

APRIL 1998 - MARCH 1999 versus APRIL 1999 - MARCH 2000

***CAUTION: A surface incident may have multiple causal factors and result in multiple reports**

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Westchester County Apt, NY	0	3	0	0	0	0	2	0	2	3	1.003	1.504
Whiteman Apt, CA	0	0	0	0	0	0	2	0	2	0	1.549	0.000
Wichita Mid-Continent, KS	3	1	0	0	0	0	0	1	3	2	1.405	0.937
Wiley Post Apt, OK	2	0	0	0	0	0	0	0	2	2	2.097	1.048
Will Rogers World Apt, OK	0	3	0	1	0	0	0	0	1	0	5	0.000
William P. Hobby Apt, TX	2	2	0	1	0	0	0	0	1	2	4	0.779
Willow Run Apt, MI	3	2	1	0	2	0	6	4	12	6	6.447	3.760
Wittman Regional Apt, WI	0	2	0	0	0	0	0	0	1	0	3	0.000
Wood County/Gill Robb Wilson Field Apt, WV	0	0	0	0	0	0	0	1	0	1	1.826	0.000
Yakima Air Terminal/Mcallister Field Apt, WA	0	1	1	0	0	0	0	0	0	1	1.802	1.802
Youngstown Muni Apt, OH	0	3	1	0	0	0	1	2	2	5	1.897	4.743
Zamperini Field Apt, CA	0	1	0	0	0	0	0	0	0	1	0.000	0.462
Total	430	557	96	81	27	15	285	454	838	1107	1.296	1.665

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 03/31/2000

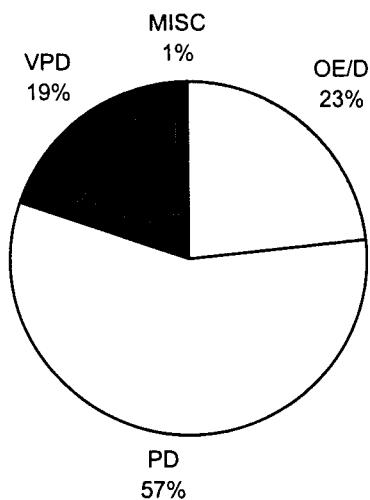
Rates per 100,000 Operations

Runway Incursions by Type and Month

1999 through March 2000

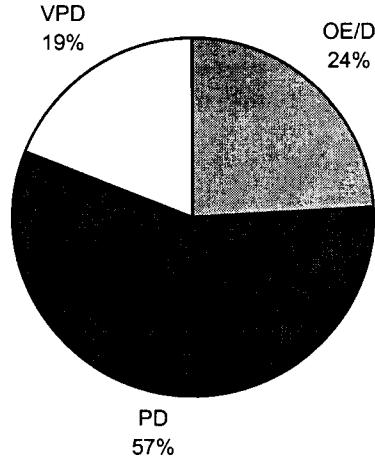
Runway Incursions by Month - 2000

MONTH	Incident Type				TOTAL
	OE/D	PD	VPD	MISC	
January	2	15	5	1	23
February	6	10	7	0	23
March	11	21	3	0	35
April					
May					
June					
July					
August					
September					
October					
November					
December					
TOTAL	19	46	15	1	81



Runway Incursions by Month - 1999

Month	Incident Type				Total
	OE/D	PD	VPD	Total	
January	8	17	4	29	
February	7	9	5	21	
March	3	8	6	17	
April	4	15	3	22	
May	8	18	3	29	
June	7	12	9	28	
July	7	23	9	39	
August	7	13	3	23	
September	8	17	8	33	
October	7	13	4	24	
November	7	15	3	25	
December	5	22	4	31	
Totals	78	182	61	321	



Runway incursion data is based on preliminary reports and is subject to change following a final investigation.
Source: Runway Safety Program Office, ATP-20

RUNWAY INCURSIONS
BY TYPE AND RATE
1999 - March 2000
 (Operations in Millions)

January - March 2000

Region	OE	PD	VPD	MISC	TOTAL	OPERATIONS	RATE
AAL	0	1	0	0	1	0.18	5.56
ACE	1	1	1	0	3	0.67	4.48
AEA	2	5	2	0	9	1.99	4.52
AGL	2	6	4	1	13	2.26	5.75
ANE	1	3	1	0	5	0.61	8.20
ANM	2	4	1	0	7	1.29	5.43
ASO	4	6	4	0	14	3.52	3.98
ASW	1	5	0	0	6	1.95	3.08
AWP	6	15	2	0	23	3.72	6.18
Total	19	46	15	1	81	16.19	5.00

January - December 1999

Region	OE	PD	VPD	TOTAL	OPERATIONS	RATE
AAL	0	1	1	2	1.05	1.9
ACE	4	9	3	16	2.69	5.95
AEA	12	14	6	32	8.84	3.62
AGL	16	27	13	56	10.33	5.42
ANE	4	7	4	15	2.99	5.02
ANM	7	14	2	23	5.81	3.96
ASO	14	37	10	61	13.79	4.42
ASW	6	20	8	34	8.07	4.21
AWP	15	53	14	82	15.18	5.4
Total	78	182	61	321	68.75	4.67

Runway incursion data is based on preliminary reports and is subject to change following a final investigation.
 Source: Runway Safety Program Office, ATP-20

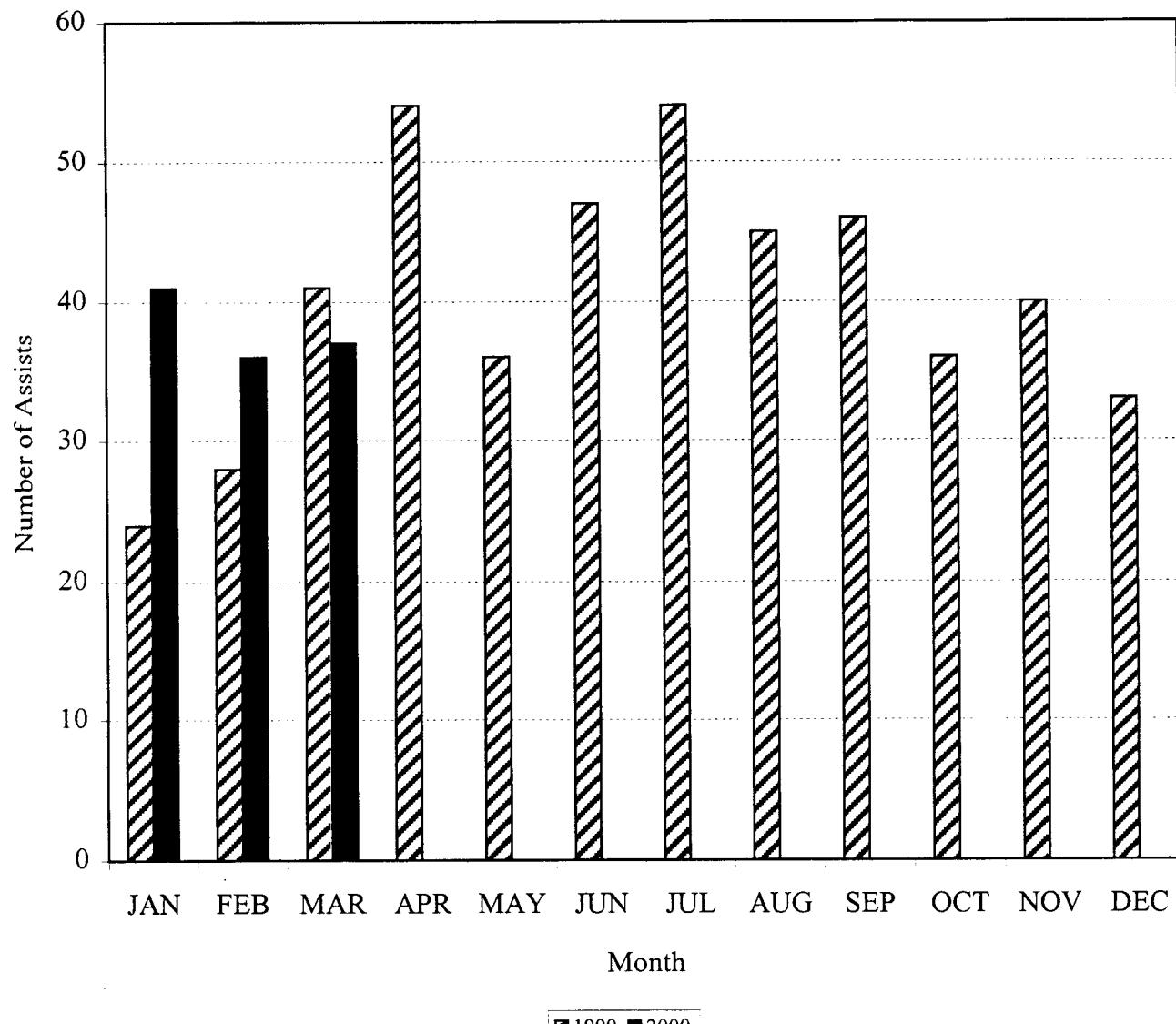
FLIGHT ASSISTS*

*Flight Assists may require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.

Data are preliminary and subject to change.

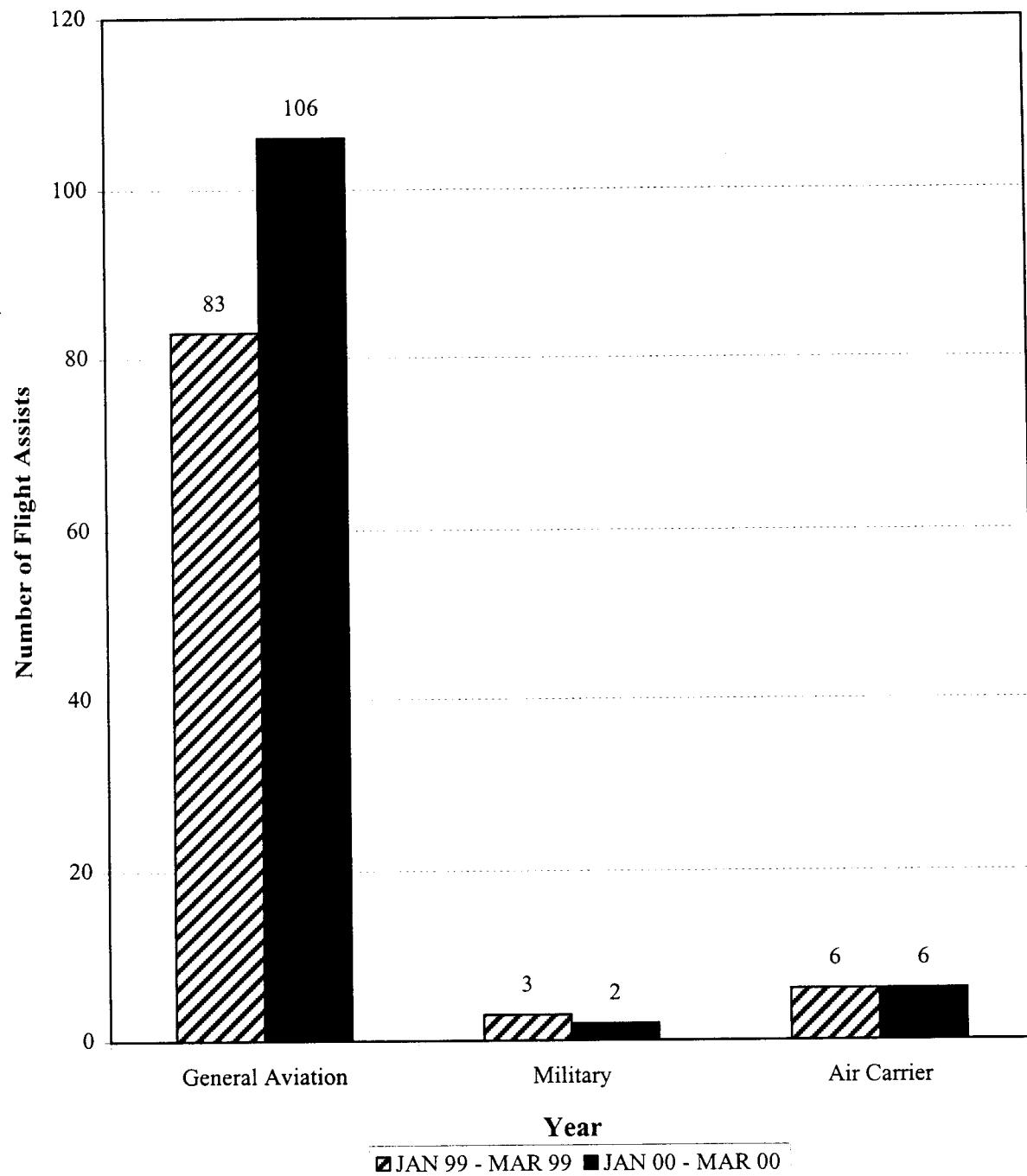
Flight Assists by Month

1999 versus 2000



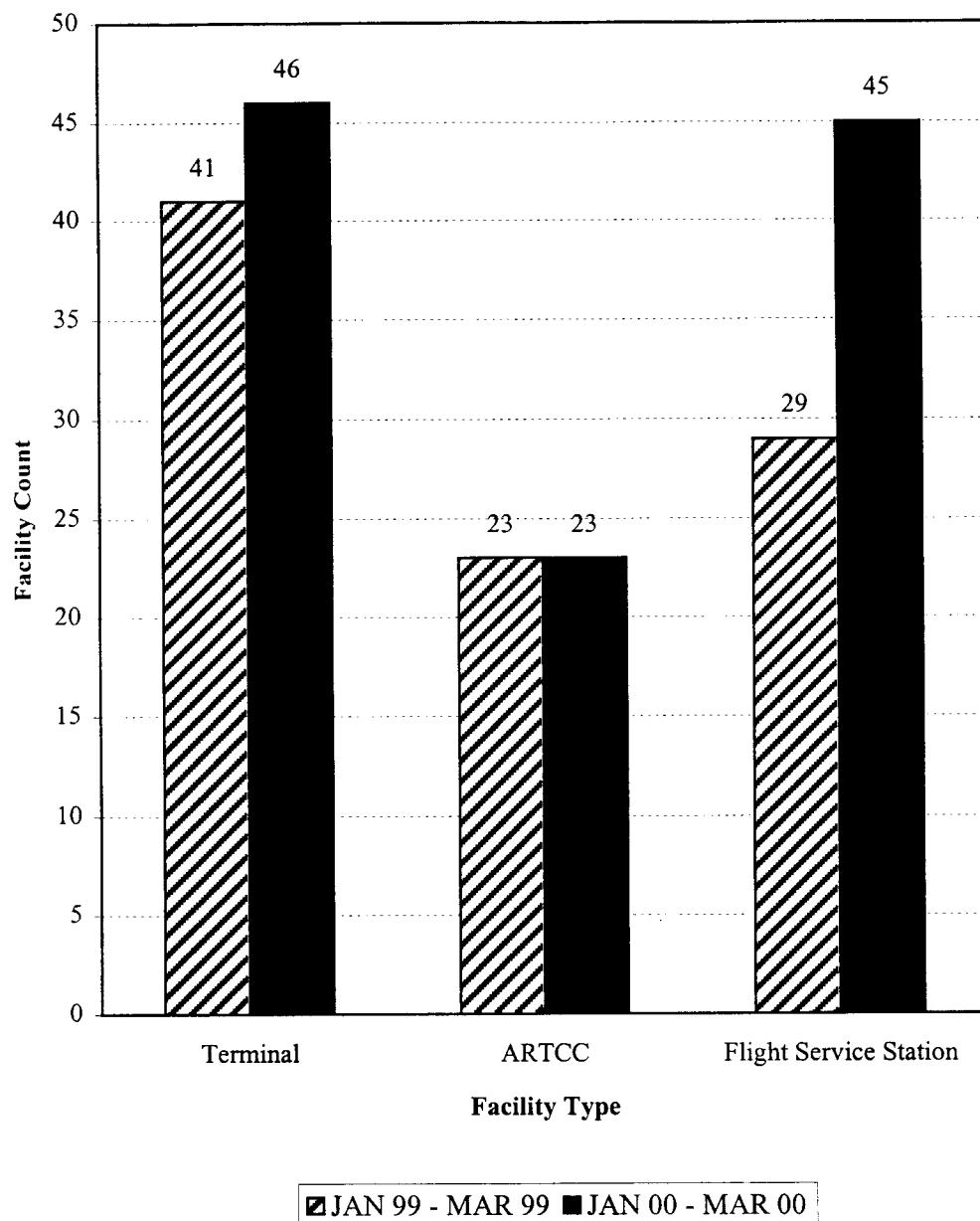
Flight Assists By Operator Type

1999 versus 2000



Flight Assists by Facility Type

1999 versus 2000

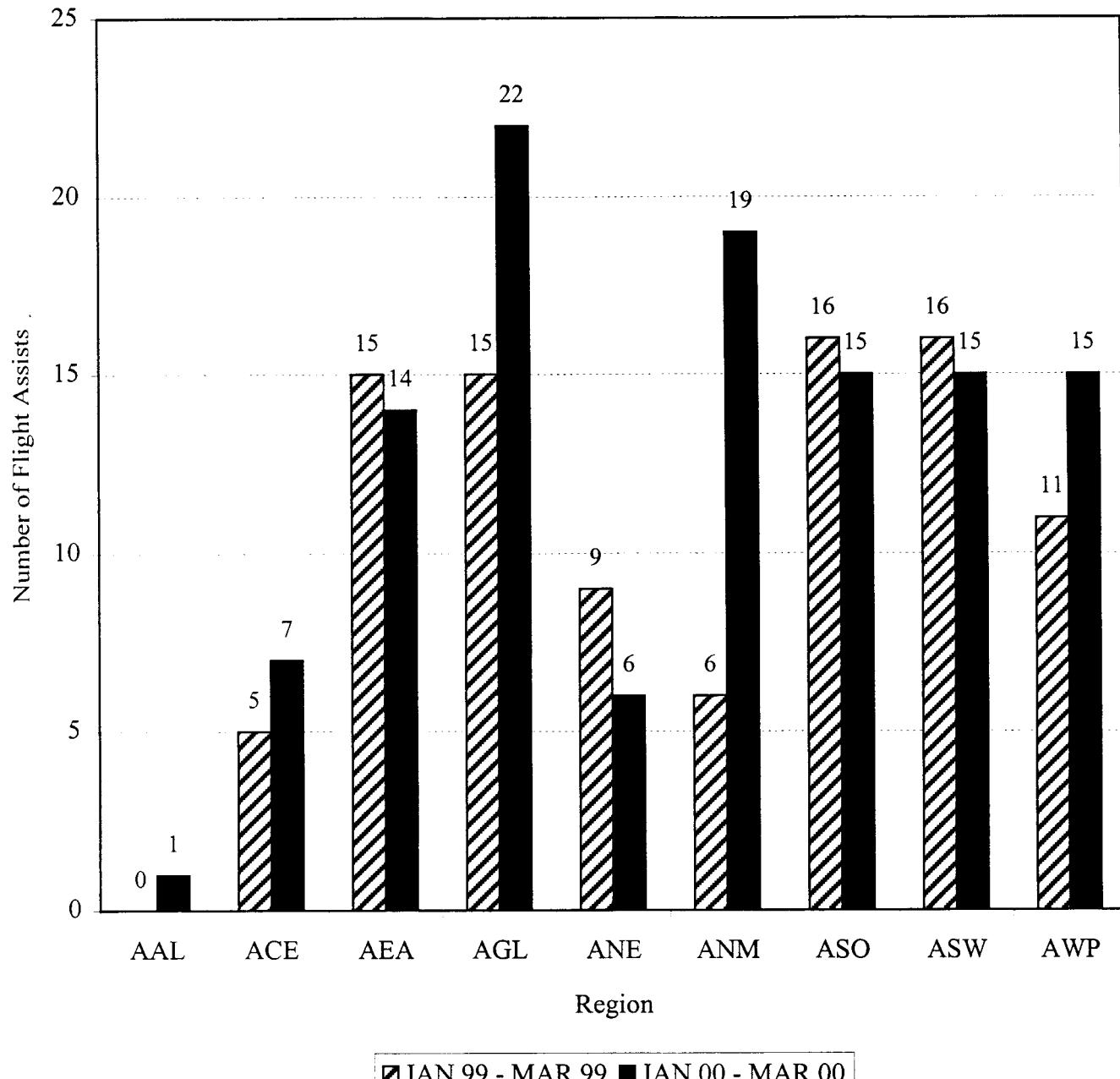


Flight Assists by Facility
12 Month Comparison (2000 Ranking)

Facility Name	ID	APR 98 - MAR 99	APR 99 - MAR 00
New York TRACON, NY	N90	20	20
Montgomery County Arpt, TX	CXO	14	18
Fort Worth Meacham Arpt, TX	FTW	16	15
Ernest A. Love Field Arpt, AZ	PRC	11	15
Denver Intl, CO	DEN	7	12
Atlanta Center, GA	ZTL	20	10
Seattle Center, WA	ZSE	9	10
Austin Straubel Intl, WI	GRB	5	9
Altoona-Blair County Arpt, PA	AOO	5	9
Houston Center, TX	ZHU	4	9
Los Angeles Center, CA	ZLA	2	9
Manchester Arpt, NH	MHT	8	8
Fort Worth Center, TX	ZFW	4	8
Seattle-Tacoma Intl, WA	SEA	3	8
Greater Kankakee Arpt, IL	IKK	3	8
Cleveland Center, OH	ZOB	3	8
Wichita Mid-Continent, KS	ICT	2	8
New York Center, NY	ZNY	2	7
Princeton Muni Arpt, MN	PNM	7	6
Riverside Muni Arpt, CA	RAL	5	6
St. Petersburg/Clearwater Intl, FL	PIE	1	6
Bradley Intl, CT	BDL	1	6
Mc Alester Regional Arpt, OK	MLC	9	5
Albuquerque Center, NM	ZAB	7	5
Southern California TRACON, CA	SCT	7	5
Minneapolis Center, MN	ZMP	5	5
Birmingham Arpt, AL	BHM	4	5
Kenai Muni Arpt, AK	ENA	3	5
Huron Regional Arpt, SD	HON	3	5
Huron Regional Arpt, SD	HON	3	5
Cedar City Rgnl Arpt, UT	CDC	3	5
Greater Pittsburgh Intl, PA	PIT	0	5
Macon RAPCON, GA	M87	0	5
Nashville Intl, TN	BNA	0	5
Anniston Metro Arpt, AL	ANB	0	5

Flight Assists By Region

1999 versus 2000

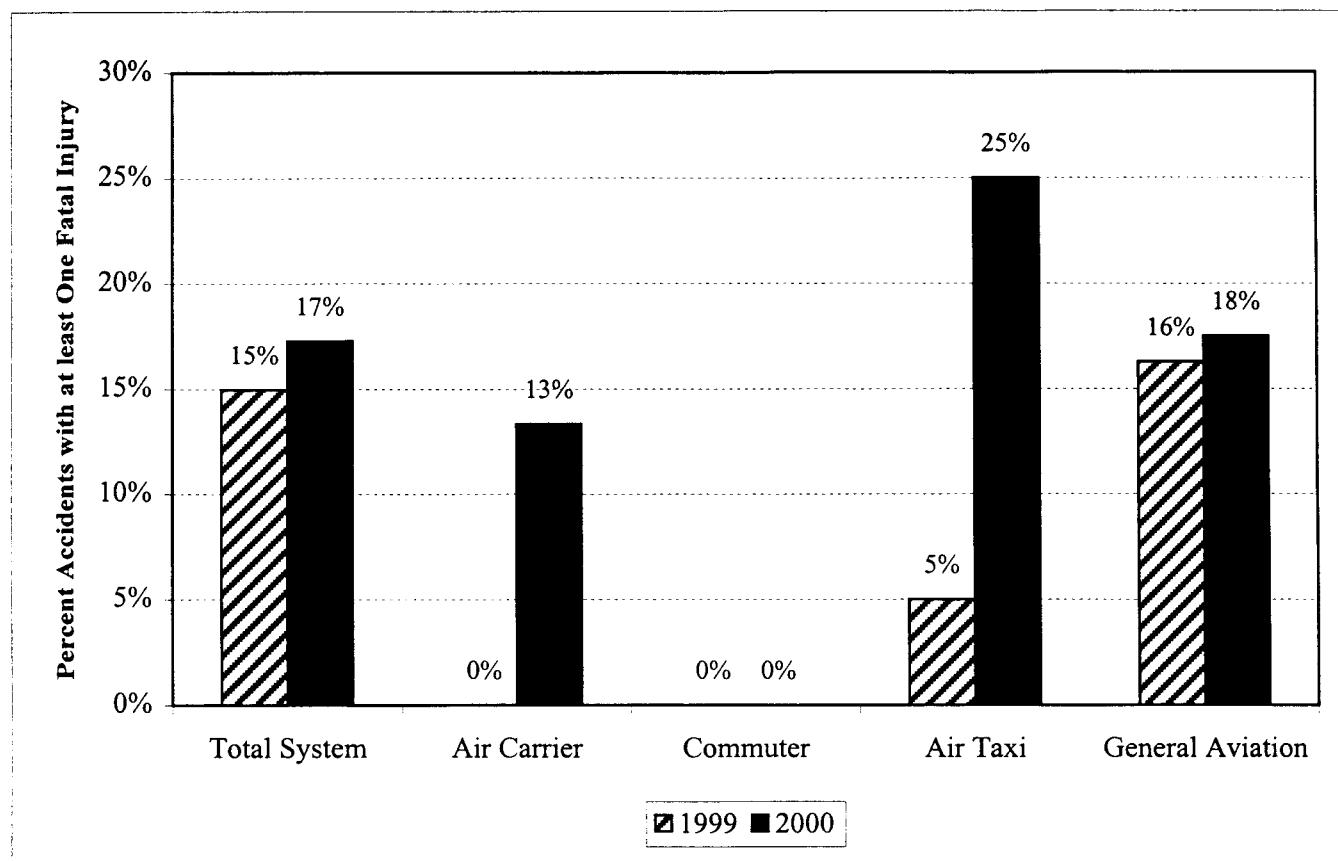


ACCIDENT DATA*

***An aircraft accident** is defined by the National Transportation Safety Board as "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage."

Data are preliminary and subject to change.

TOTAL SYSTEM ACCIDENT DATA BY SEGMENT
January - March
1999-2000



SEGMENT	YEAR	ACCIDENTS			FATAL RATE
		TOTAL	FATAL	FATALITIES	
Total	1999	341	51	89	15%
System	2000	353	61	195	17%
Large Air	1999	13	0	0	0%
Carrier	2000	15	2	91	13%
Commuter	1999	1	0	0	0%
	2000	8	0	0	0%
Air Taxi	1999	20	1	2	5%
	2000	16	4	12	25%
General	1999	307	50	87	16%
Aviation	2000	314	55	92	18%

TOTAL SYSTEM ACCIDENT DATA BY SEGMENT
1994 through 1999

Segment	YEAR	FLIGHT HOURS	TOTAL	ACCIDENTS		ACCIDENT RATE	
				FATAL	FATALITIES	TOTAL	FATAL
Large Air Carrier	1994	13,124,315	23	4	239	0.17	0.03
	1995	13,505,257	36	3	168	0.27	0.02
	1996	13,746,112	38	5	380	0.28	0.04
	1997	15,838,109	49	4	8	0.31	0.03
	1998	165,846,063	50	1	1	0.30	0.01
	1999P	17,428,000	52	2	12	0.30	0.01
Commuter	1994	2,784,129	10	3	25	0.36	0.11
	1995	2,627,866	12	2	9	0.46	0.08
	1996	2,756,755	11	1	14	0.40	0.04
	1997	982,764	16	5	46	1.63	0.06
	1998	513,353	8	0	0	1.56	0.04
	1999P	269,000	13	5	12	4.83	1.86
Air Taxi	1994	1,854,000	85	26	63	4.58	1.40
	1995	1,707,000	75	24	52	4.39	1.41
	1996	2,029,000	90	29	63	4.44	1.43
	1997	2,250,000	82	15	39	3.64	0.67
	1998	2,538,000	77	18	48	3.03	0.71
	1999P	2,809,000	76	12	38	2.71	0.43
General Aviation	1994	22,235,000	1994	403	725	8.96	1.80
	1995	24,906,000	2053	412	734	8.23	1.64
	1996	24,881,000	1908	360	632	7.67	1.45
	1997	25,464,000	1858	363	643	7.28	1.39
	1998	26,796,000	1909	365	623	7.12	1.36
	1999P	27,080,000	1908	342	628	7.05	1.26

Data Source: NTSB

Rates are per 100,000 hours flown

Suicide/Sabotage cases are included in "Accidents" and "Fatalities" but not in "Accident Rates"

P - Preliminary Data

Effective March 20, 1997, aircraft with 10 or more seats must conduct scheduled passenger operations under 14 CFR 121

ACRONYM/ABBREVIATION LIST

GLOSSARY

Accident

An “aircraft accident” is defined by the National Transportation Safety Board as “an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.”

Air Carrier

Any air operator operating under FAR Parts 121, 127, or 135.

Air Route Traffic Control Center (ARTCC)

A facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the enroute phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance service may be provided to VFR aircraft.

Air Taxi

A class of air carriers, operating pursuant to FAR Part 135, engaged in the nonscheduled air transportation of persons, property, or mail for compensation or hire in aircraft with 30 or less passenger seats and a payload capacity of 7,500 pounds or less. They do not hold certificates of public convenience and necessity and do not hold specific route authority.

Airport Operations

The number of arrivals and departures from the airport at which the airport traffic control tower is located. There are two types of operations: local and itinerant.

Commuter

An FAR Part 135 operator who carries passengers on at least five round trips per week or at least one route between two or more points according to its published flight schedule that specifies the times, days of the week, and places between which those flights are performed.

Flight Assist

An event in which an air traffic control specialist provides verbal information or guidance to an aircraft pilot in a potentially dangerous flight situation.

General Aviation

That portion of civil aviation which encompasses all facets of aviation except air carriers.

Large Air Carrier

*Scheduled and nonscheduled aircraft operating under FAR Parts 121 or 127.
(Note: Part 129 operations [foreign air carriers] are not included in the NTSB
accident database, nor are hour and departure data available for these air
carriers.)*

Near Midair Collision

An incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or flight crew member stating that a collision hazard existed between two or more aircraft.

Degree of Hazard

Critical: A situation in which collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 feet of aircraft separation would be considered critical.

Potential: An incident which would probably have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.

No Hazard: A situation in which direction and altitude would have made a midair collision improbable regardless of evasive action taken.

Open “Near Midair Collisions”

Final investigation still underway.

Operational Deviation

An occurrence where applicable separation minima as referenced in the operational error definition below were maintained but (1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval (2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval, (3) an aircraft penetrated airspace that was delegated to another position of operation or another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a Letter of Agreement, pre-coordination or internal procedure, or (4) an aircraft, vehicle, equipment, or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approval.

Operational Error

An occurrence attributable to an element of the air traffic control system in which:

- 1. Less than the applicable separation minima results between two or more aircraft, or between an aircraft and terrain or obstacles (e.g., operations below minimum vectoring altitude (MVA); equipment/personnel on runways), as required by FAA Order 7110.65 or other national directive; or*
- 2. An aircraft lands or departs on a runway closed to aircraft operations after receiving air traffic authorization.*

Pilot Deviation

The actions of a pilot that result in the violation of a Federal Aviation Regulation or a North American Aerospace Defense Command (NORAD) Air Defense Identification Zone (ADIZ) tolerance.

Pilot Deviation Air Deviation Types

*ATC Altitude Clearance Deviation
ATC Course Clearance Deviation
Airspeed Violation
Flying VFR When IFR Required
Pilot Unqualified for Aircraft or Conditions
Required Aircraft Equipment Not Operating
Careless or Reckless Aircraft Operating
Unauthorized Low Level Flying
Missed Compulsory Reporting Point
Noncompliance with Other Regulations*

Pilot Deviation Airspace Violation Types

*Class A (formerly Positive Control Area (PCA))
Class B (formerly Terminal Control Area (TCA))
Class C (formerly Airport Radar Service Area (ARSA))
Class D (formerly Airport Traffic Area (ATA) and Control Zone (CZ))
Class E (formerly General Controlled Airspace)
Class G (formerly Uncontrolled Airspace)
Special Use Airspace
Unknown
Other*

Pilot Deviation Surface Deviation Types

- Takeoff Without Clearance*
- Takeoff on Wrong Runway or Taxiway*
- Landing Without Clearance*
- Landing or Takeoff Below Weather Minimums*
- Landing on Wrong Runway, Airport, or Taxiway*
- Entered Taxiway or Runway Without Clearance*
- Careless or Reckless Aircraft Operation*
- Other*

Runway Incursion

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.
Please see next page for definition details.

Surface Incident

Any event where unauthorized or unapproved movement occurs within the movement area or an occurrence in the movement area associated with the operation of an aircraft that affects or could affect the safety of flight. Surface incidents result from pilot deviations, operational errors, vehicle pedestrian deviations, or operational deviations

Terminal Radar Approach Control (TRACON)

A Federal Aviation Administration (FAA) air traffic control facility using radar and air/ground communications to provide approach control services to aircraft arriving, departing, or transiting the airspace controlled by the facility. Service May be provided to both civil and military airports. A TRACON is similar to a RAPCON (USAF), a RATCF (USN), and an ARAC (Army).

Vehicle/Pedestrian Deviation

An entry or movement on an airport movement area by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes aircraft operated by a non-pilot).

RUNWAY INCURSION DEFINITIONS

This section includes two groups of definitions. The first group includes terms that have been subject to some confusion and misunderstandings in the past; the second set is comprised of definitions tailored specifically to runway incursion analysis.

Runway Incursion (FAA Order 8020.11A, Ch.1 Par 5)

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.*

**A loss of separation means that aircraft involved in the incident were closer than allowed by air traffic requirements.*

Runway Incursions are classified into four categories:

Pilot Deviations (PD) - action of a pilot that results in violation of a Federal Aviation Regulation.

Operational Errors (OE) - an occurrence attributable to an element of the ATC system which results in:

- 1) less than the applicable separation minima between two or more aircraft, or between an aircraft and terrain or obstacles, as required by FAA Order 7110.65, Air Traffic Control, and supplemental instructions. Obstacles include vehicles/equipment/personnel on runways; or
- 2) an aircraft landing or departing on a runway closed to aircraft operations after receiving air traffic authorization.

Operational Deviations (OD) (FAA Order 7210.3)

Controlled occurrences where applicable separation minima, as referenced in the definition of operational error (see above) are maintained, but 1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval, or 2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval.

Vehicle/Pedestrian Deviations (VPD) - vehicle or pedestrian incursions resulting from a vehicle operator, non-pilot operator of an aircraft, or pedestrian who deviates onto the movement area (including the runway) without ATC authorization.

It should be noted that not all events that fall into these categories are counted as runway incursions. While these four categories all represent surface incidents, they are considered runway incursions only when a collision hazard or loss of separation occurs.